The magazine for all those who love Free Flight

THE BFFS DIGEST

June 2021



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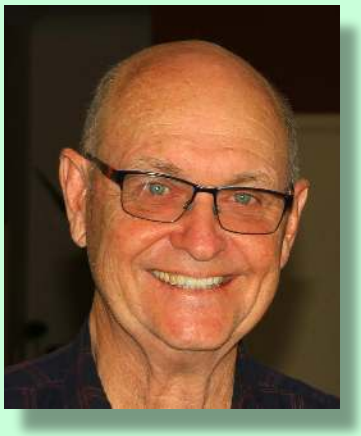
- F1G State Champs
- F1H State Champs & E36 club
- F1A & F1B State Champs
- All the Indoor comps
- Construction Corner
- 2021 Flying Calendar

It's still here, take care!

COVER PAGE:

Peter Nash launches his own design E36 at Coominya on 14 March 2021. E36 is proving to be a great class, with anyone having an odds-on chance of winning on the day. Let's hope it stays this way, for all clubs and all countries!

PRESIDENT'S REPORT



It's half way through May and I am thinking we are almost half way through our flying calendar year - time passes when you are having fun (so they say). Trouble is, it seems less of us are flying (having fun) with numbers down in most events.

There have been challenges of course, such as wet or windy weather and border closures due to COVID. We had excellent weather at Dalby for our power events but not enough entries to run the F1J contest. By contrast our F1B had sufficient competitors but was cancelled due to unsuitable weather. We did manage to hold a successful F1A contest with the wind speed lower than predicted. It's hard to get it right when the weather changes the day before the event.

Still this time last year we were largely locked down with no flying opportunities so in that regard this year is an improvement. It was pleasing to see Dale's Fun Day being well supported this year with both participation and good weather. Our indoor numbers have been less affected but more participation would be welcome.

I am thinking about making some changes to our regular program to accommodate our changing requirements which we can discuss at our AGM at the end of next month. E36 appears to be the preferred model these days with a good diversity of designs appearing on the field or taking shape on building boards.

We are always looking for contributions for the Digest so take a photo of your latest wing, fin or tail plane - add a few words and email it to Malcolm. Must admit I have been in the naughty corner for a few months building control line models but I still get to chew C23 and dope off my fingers.

I hope to see lots of you on the flying field in the second half of the year and a few photos of your latest building project.

Cheers

John Lewis

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Do you have trouble measuring your CG position? I added some arms to the back of my measuring posts. When the model is balanced, I use these arms to measure the distance from the TE to the end of each arm. I take this reading away from the length of the arm and that is how far the CG is from the TE. Other times I use blue tape to indicate where the TE should be and balance my model that way.



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

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

SECRETARY'S REPORT

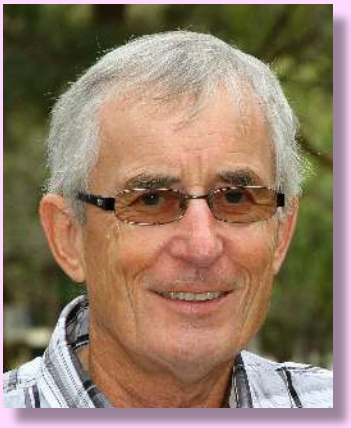
Well we are finally into that part of the year that free flighters wait for in Australia. Spring and autumn are pretty reliable.

Unfortunately COVID has affected our numbers attending in 2021 and it's hoped the vaccine roll-out will help swell our ranks on future flying days at Coominya. It really has been a Gap Year for some, and I understand that.

Albert, Craig, Graham, Kathy and I made the trip to Narrandera for the AFFS Champs, catching up with good friends we hadn't seen for 2 years, thanks to COVID. Graham went home from there and the rest of us went to West Wyalong for the expanded Southern Cross Cup events. Both are briefly reported elsewhere in the Digest. Free Flight Down Under carries the full report.

High and low tech items were at Narrandera. Albert had his **shOK** (correct syntax) and that blew many away with 98 metre launches although it bit him once when a gust of wind during tow up picked him up and dropped him flat on his back!

Low tech was the appearance of a 35 mm film camera with a current zoom lens attached. Digital has improved print quality so much, irrespective of what film buffs might tell you, IMO.



Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

What a great read. I learn things with every edition. George Bishop NSWFFS

Thanks very much for this, interesting reading during this period of enforced inactivity. Not even Fab Feb in the Lost Hills sun this year. Hopefully flying in the UK can start again from 29th March.
John Cooper UK

Thank you for sending through your BFFS Digest, its terrific reading, also looking forward to the AFFS and SCC next month all being well. Good news regarding the International A1 postal, I also still have my Aiglet and it will be good to dust her off. Hope to see you and Kathy next month. Cheers Ian Haigh.

Another brilliant effort! Mike Pettigrew

Thanks Malcolm. An excellent read. New Aiglet sounds good. Cheers Gary Pope

Digest great as usual. Thank you for your efforts. Dale & William Jones

Thanks Malcolm…..this is a very nice Newsletter! Mike McKeever USA

I really am impressed with your last Newsletter - it's a bit shorter but in a way that makes it more intense or something. I was a bit caught off guard thinking - but nothing has happened this year or so I thought, but it appears to have everything - photos, plans, jokes and interesting little tit bits. The retrieval article - that is brilliant and so good for people new to the club such as Mati and Gary Buttons. Probably the most important aspect of Free Flight is not losing the model. That article alone makes this one of the best BFFS newsletters. It's only 1st March and already you have produced a little gem for 2021! John Lewis

Thanks for forwarding the March Digest. I don't know how you find the time to build, fly, travel, photograph and still produce such a great read. Mike Moore

Fantastic edition yet again Malcolm, keep up the excellent work. Craig Hemsworth

One more time, thanks a lot. One more time, you did a tremendous work. And we need it during these COVID times. Not a lot of FAI classes in this issue. Is it because the modern bought models are not so fun to fly ? (It's supposed to be a joke! You don't have to answer...) Cheers Frederic Nikitenko FRANCE

Thanks for another inspirational BFFS Digest. Your article concerning the use of Vin's tracker system was most useful. My system has paid for itself over the years with the location of many models which would otherwise have been lost, and I now am uneasy if I don't have a tracker fitted. Nice to see the" Syncopator" plan. I inherited Bob Flower's old one many years ago but lost it when foolishly flying without a DT. Graham Lovejoy NZ

You are the master at newsletter editing. Every time I look at your work I learn something new. Thanks. Stay Happy and Healthy, Bruce Grawburg, Phoenix MAC, AZ, USA

F1H State Championships and E36 club event



COOMINYA 14 March 2021

Report by Malcolm Campbell and John Lewis
Photos by Malcolm Campbell and John Lewis

There was virtually no wind on my arrival. John and Ben Lewis, Graham Maynard, Bill and Dale Jones, Peter Nash and Mark and Max Armour were already there before 7 am. Des Slattery and Albert Fathers arrived shortly afterwards and Bill had already put up a couple of test flights with his Apache.

We decided to set up down the eastern end of the paddock because of predicted N and NNE winds. For the first hour very light winds provided ideal flying conditions before a prevailing wind which was ENE came in. Mark and Max went off to their testing area and Graham set up on the southern fence line to work on power models.

Kathy and I had both classes to fly and Peter didn't want to be late getting home so, with no breeze, we elected to start with E36. John, Ben and Albert (who flew Des's Li'l Hinney) were at the end of towlines waiting for a breeze.

E36 club event: Kathy flew an Apache II, I had a Joulebox III and Peter had his own design. The boys were Cobra-powered and Kathy had an 1806N. Beware the underdog. Peter was lucky to test first because his model swooped across the flight line, a problem he solved with a touch of right rudder. I felt mine didn't transition well in the test flight but I put that down to a steep launch. Kathy didn't waste time with a test flight and recorded her first max. Peter also maxed but I dropped my first flight because it was slightly over-elevated causing a poor transition (I'd seen that in my test). Subsequent flights were fine and I maxed both. Kathy and Peter both maxed their remaining flights although Kathy had very long retrieves, both flights were out of tracker range and on one flight I had to walk 1 km before I got a faint signal. Des only got one good flight with his Lime-E before it went home with damage.

The fly-off, between Peter and Kathy, was slightly farcical. Now Peter has been in dozens of fly-offs but it was a long time between drinks so a bad launch had him down in 45 seconds handing Kathy a wonderful opportunity – how could she lose? Well she did – a prop blade came loose causing severe vibration, the motor cut and she was down in 18 seconds. Warning: All E36 flyers with Graupner folders, check your blade retaining bolts and maybe even Loctite them.

It was fun competition for three of us, let's hope a few more come out of lock down and join in the fun next time.



3rd Malcolm - Joulebox III with Cobra



2nd Kathy - Apache II with 1806N



1st Peter Nash - own design with Cobra

E36 RESULTS

Name	Flight 1	Flight 2	Flight 3	Fly off	Total
Peter Nash	120	120	120	45	405
Kathy Burford	120	120	120	18	378
Malcolm Campbell	111	120	120		351
Des Slattery	110	-	-		110


Peter Nash waits for air

F1H State Championships: There were five in this event with Kathy and me getting our E36 flights in first. Our intention was to fly our two Aiglets because the air was initially ideal for them but, by the time we got around to it, the wind more suited our heavy duty models. So I set up my Li'l Hinney and Kathy's Andy Crisp designed F1Havanana.

Ben dropped the first round after running around a fair slice of the paddock looking for air. What he launched in looked good but he was on the edge of it and he was on the ground in 101 secs. Wise Dad John didn't circle much, saving his energy for the Big Launch, but he only got a couple of these and Benny was looking good. Meanwhile Albert struck a snag (literally) breaking his line. We had a spare so he was able to get in most of his flights, although the model was not really in trim, pulling right and preventing him from getting a decent launch. But I think his mind was elsewhere.

He had his new toy on display, a short Shok F1A, and it was magnificent. World-wide, it is the one model you need in your kit to do any good at F1A. He was not without his troubles but the altimeter on a couple of launches said 93 metres which is very good – if only a good transition followed. Still, he went home happy.

It was about this time Graham Maynard returned from his solo testing spot. It seemed a cow had eaten his Mylar streamer!

Ben towed in on his second flight after a wearying 10 minutes so he went up and off for his second attempt and maxed. He was in the groove by time Kathy and I were ready to fly our F1H models, although he was currently lying flat on his back, with a doting Dad overseeing his recovery. He'd run out of steam. Lack of sleep and the steamy hot day didn't help. I offered to bring out the Magic Water (having used that successfully on my boys during junior soccer days) but he was soon vertical again, going on to record four consecutive maxes.

John's scores were more hit and miss as he didn't circle much for his first flight and even an up and off for his second flight failed to max. The wind then came in a little stronger than predicted and he was able to circle again, to max his third and fourth flights. Sink claimed his final flight.

Kathy's first flight looked marginal but it hung on and on, to max with a few metres to spare, as did my first flight. I then went out to retrieve both models. I knew where mine was but elected to find Kathy's first. And it proved difficult because it was out of tracker range and I didn't see it down. I eventually found it way out nestling in shoulder-height weeds. One of Ben's ended up in a similar area and he needed John to help find it. I gave Kathy her model back at the fence and walked out (a lot further) to get mine, waiting for John to launch Kathy's second flight. As luck would have it, winds were NE when she flew whereas I flew when they were N, giving me a dogleg return to the flight line.

Kathy decided to call it quits as she only recorded 98 secs. When we got back to the flight line, no one was there, and I still had four flights to make!


John Lewis launches for Ben


Ben tried hard in the fickle air


Kathy's model cruised high overhead



Ben Lewis launches for John



John's F1H on its way up



Malcolm's model cruises by with line falling beneath it. Good shot John Lewis!



Malcolm launches for Kathy



Ben (F1H) and Peter (E36) in discussion on the flight line

That's when it got interesting. We moved a little further NE to extend the usefulness of the top paddock. The winds were waffling around but were predominantly NE. Towing up in good air I felt the model pulling more than it should. I looked around to see my Mylar pole, thermistor and streamer 4 metres off the ground, attached to my line! When it eventually fell away the shock on the line unlatched the model at about 25 metres for a low score. The third flight was a boomer. Pull on the line was real this time and the model was starting to be pulled right by the thermal. I released it early allowing it to zoom into the lift and it was in an express elevator, rocketing up to great height, giving me a very long retrieve.

My fourth flight was also in good air but I was able to release it at the top of the line. Another big flight and a long retrieve. One flight to go and 45 minutes before the competition was to end, Kathy announced a lunch break as she was really tired. So we had lunch and then I went out to do my final flight. It was difficult to find my line amongst the cows (but you'll find that story elsewhere in the Digest). We were hemmed in by about 30 cows and being really worn out by now elected not to move. The winds waffled around a lot and the clock was ticking down, so I launched into sink disguised as lift and was down in 51 seconds. I quickly rolled up the line and and grabbed the Mylar pole as Kathy threaded through the cows to get my model.

So ended a very enjoyable day with encouraging attendance levels. Kathy and I had spent 7 hours in the sun where temps were as high as 34 °C. I estimated I had walked about 8 – 10 km on retrieval duty and while we had drunk a lot of water we were both a little dehydrated.

John and I both agreed it was a good idea to have F1H and E36 on the same day, and it was so inspiring to be out and competing again.

Malcolm Campbell

Please turn the page for the results

F1H RESULTS

Name	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Total
Ben Lewis	101	120	120	120	120	581
Malcolm Campbell	120	73	120	120	51	484
John Lewis	71	103	120	120	65	479
Kathy Burford	120	98	-	-	-	218
Albert Fathers	66	53	22	21	-	162



Ben Lewis - the winner





The prettiest and most potent model on the field - Albert's shOK



The neatest installation you'll ever see in any F1A pod



Des launches the most advanced glider he'll ever handle



The Old and the New (models) - 60 years of development

The most innovative model yet to grace our field - Albert Father's world class shOK F1A (correct syntax) had all eyes on it as he tested his state of the art model. Four servos plus an electronic timer with built-in GPS, RDT, charger, LED, booster, accelerometer and altimeter. And yet it all weighs in at 411 g.





Larry Brownlow's pretty Gilmore racer



Father and son had a great time - Des and Peter Slattery cruise by



Mati Tabur's first launch of a coupe



Malcolm Campbell flew two of his three F1As in very light winds



Mark Armour's large, light and lethal coupe floats by



Des Slattery launches the sport RC Push - E - Cat for son Peter



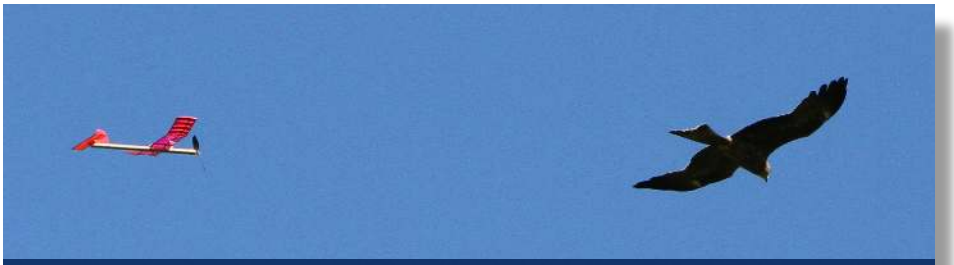
Des enjoys a “fighter” escort for his Tileston Foodwrap 2000



Four kites enjoyed our company for about 30 minutes



The birds circled the flight line in low thermals helping the P20s



Dale Jones won P20. Was the wing man insurance?



Dale on the way up for her 3rd flight



The trees camouflage Des's P20 launched just above John's yellow cap



Does John use the trees to disguise his perfect launch



John's P20 climbs steeply



Graham Maynard's open rubber model



Graham's model trimmed out well



John launches William's Pearl 202 E36



Mark Armour had a brace of coupes to fly, and they flew well



Des and Peter's Foodwrap 2000 park flyers were a constant source of amusement for the kites



One of Mark's many coupe launches



Drone Boy captured the launch from above



Thirteen flyers attended the Fun Day, and we all enjoyed Des's tent in the 30+ degree day



Graham Maynard's Tomboy



Look closely, you'll see the lagoon has water again after some dry years

Dale's Fun Fly report

report by John Lewis

Dale's Fun Day has been a favourite for a number of years and attracted a good attendance again this year. Weather-wise we had the best day so far this year in terms of light winds although it was quite warm and humid by mid-morning. Recent rain has helped to provide green pastures for the cows and horses and they came along to check us out at the start of the day. The lake on the lower paddock has also returned. Apart from one of Mark's early fights that landed in an adjacent paddock we were able to avoid any muddy areas.

John, Des and Dale were the only contestants in the P20 event although Van did some P20 testing. Dale won in style maxing out and, while John had a few disappointing flights, he finished on a high when all three maxed their last flights. Des spent the day soaring with the kites – they seemed to join in with all his flights, acting as great thermal detectors for his two Eut Tileston "Foodwrap 2000s" RC park flyers.

Mati managed to get his first Free flight model into the air but suffered some damage after a few flights. Larry, John, Des, Peter and Van flew their RC model overhead sharing the lift with a few eagles. Malcolm did some F1A testing in spite of the trying calm conditions. Graham flew his Gollywock, Open Rubber model and Tomboy, sometimes in the direction of his favourite tree while Mark made numerous flights with his distinctive Coupe models.

Van had some anxious moments flying his RC model when he was temporally blinded with a case of sunscreen in his eyes. He managed to get the model safely on the ground but it caused Mark some anxiety with his fragile model in the same airspace.

Although our club days provide the opportunity to fly a variety of models there still needs to be separation between FF and RC flyers. With free flight models travelling downwind, we need to ensure RC are aware of this and fly from another area to avoid a conflict of interests.

This year as a result of COVID precautions most club members brought their own morning tea however both Dale and Kathy provided food and goodies in a COVID-safe manner. Thanks to Des the club shade tent was erected and provided welcome respite from the warm and humid day.

Our next club fun day is in June so it should be a lot cooler by then and hopefully we can score another day with light winds with the possibility of a few more attending once the vaccinations have become available.

P20 RESULTS

Name	Flight 1 (60sec) +	Flight 2 (60sec)	Flight 3 (60sec)	Total
Dale Jones	60 + 33	60	60	180
Des Slattery	60 + 2	53	60	173
John Lewis	50	21	60	131

Larry said:

The Gilmore model is a Dumas 24" rubber kit of the 1930's Wedell Williams Red Lion Racer. 600 mm in wing span with an all up weight after F/F electric conversion of a rather hefty 150 gm has given it a high wing loading. As a result, landings usually produce U/C damage which makes trimming difficult (long grass is needed but this is hard to find!), so I will need to strengthen this or remove it until trimmed out properly. It also needs a more powerful motor as my test flights on Sunday resulted only in a long glide even under full power. I only managed two test flights before damage set in but the 2nd flight was straight and level and looked promising.

Open Power and F1J State Championships



Unfortunately Ron Munden was out of flyable models this year which only left John and Peter to fly the power events. We had near perfect weather with pleasant temperatures, blue sky and very light winds. Peter arrived on Friday and did some practice which allowed him to begin the day with a well-trimmed model. John on the other hand had tried to trim his Cox .09 model a week before at Coominya but needed to change the wing warps and therefore needed some more trimming on the day.

Peter made a couple of easy maxes and landed in the cleared section of the paddock. John eventually had his model looking OK by mid-morning and managed a max with a fairly tight glide circle. Peter uncharacteristically dropped his third flight so John was in with a chance. Although John had widened his glide turn the model sub maxed in poor air on the second flight and had a bad transition on the third to hand Peter an easy victory.

John continued to trim after the event but a wind change made it risky with the models drifting over the club house and adjacent trees.

Unfortunately Peter sheared off his timer winding screw on his F1J timer getting ready for the Sunday event which resulted in the cancellation of F1J. Peter moved away from the buildings and managed some E36 flights making good use of the pleasant conditions. Although the models mainly landed in the cleared part of the paddock there was still a large area of meter high sorghum. This has been poisoned and is currently being slashed so it's hoped the paddock will be clear for our next visit when F1A and B are scheduled. The Country Club hotel is up and running again which provided a nice meal and atmosphere for us on the Saturday night.

Open Power results

Name	Flight 1	Flight 1	Flight 1	Total
Peter Nash	180	180	132	492
John Lewis	180	96	61	337



Road in down the middle, DMAC in the centre, with crops in the foreground and near the main road. Drone Boy photo

F1G State Championships

Coominya 2 May 2021

Report and photo by John Lewis



Ben Lewis's first launch

Ben Lewis, John Lewis, Des Slattery and Ron Munden competed while Graham Maynard was unable to assemble his model after bringing the wrong wing joiner. Len Surtees and Mark Armour were also on the field for testing.

On arrival there was a slight breeze heading towards the road however the wind speed recorded at Gatton 17km away was indicating zero. We set up near the rusting farm equipment in the south-east corner however John's first flight drifted over the lower paddock then towards the lake where it finally clipped a tree landing safely after maxing. John was having trouble with the timer start button. It appears the timer had failed to continue running and the erratic flight (turning left and right during the glide) was caused by the wing wiggler and rudder remaining in their launch settings. Ben flew next and had a flawless flight maxing after a good launch and achieving impressive height. Des made his first flight which failed to gain much height and landed in the lower paddock in less than a minute. Ron Munden also made a sub one minute score.

Ben's second flight power-stalled, however the good air helped his model to easily max. It was apparent the ideal conditions had ended with Ben's model flying out of the field towards the lake landing within a meter of a dam. Mark had considered flying in the event but thought better of it with the increasing wind speed.

John's second flight also flew out of the field at the top corner of the field near our entry gate and maxed. Des decided his rubber was to blame for his model's lack of performance and with better rubber he too maxed and also flew out of the field across the road. Ron decided to help in the search and was able to provide a lift back for Des and his model.

Ben discovered his wing D box had been compromised allowing the wing to flex badly close to the pylon and decided to retire. John decided he had used up his luck with his model that had failed to DT on both his flights and therefore resorted to his old trusty Tumbleweed 6 to make his third flight. John set a short DT time but landed well into the lake paddock after a 72 second flight. The wind speed was then gusting to around 8 meters per second so it was decided that 3 flights would be sufficient on the day.

William and Dale decided it wasn't a good day for F1G and remained at home however Len and Mark managed to make a number of trimming flights earlier in the day.

At 11am a rain front arrived forcing a hasty pack up and a retreat to the front gate. Not the best of flying conditions for these light weight models but none were lost and both Ben's and John's models have been repaired and ready for the next event.

John Lewis

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	120	120	72	312
Ben Lewis	120	120	-	240
Des Slattery	41	120	-	161
Ron Munden	50	-	-	50

F1A and F1B State Championships

Dalby 15th and 16th May 2021



Joint report and photos by John Lewis and Malcolm Campbell

F1A

Winds were consistent and followed the trend that had been predicted all week, with Sunday supposed to be the better day. For F1A the winds ended up being less than expected although that trend was reversed for F1B with flyers faced with consistently higher winds. In both cases, wind directions were consistent with the weekly forecasts. As it was calm on arrival on Saturday, with winds increasing, it was decided to fly as flights rather than rounds, with the first flight being 4 minutes.

We agreed to use the newly planted strip around half a kilometre wide between the club house and the highway because it favoured the weekend's wind directions (SW and SE) and offered good recovery. The flight line was established on the entry road. Tuesday's rain ruled out flying over the old sorghum crops and Malcolm dispelled initial concern for the flying area selected as he'd put up two test flights late Friday afternoon. Three days of full sunlight had created a crust which made walking easy.

A gentle breeze was running parallel to the Cecil Plains highway. Malcolm made a short test flight with his Superbone that indicated the drift up higher would take models towards the road. We played with launch position up and down the road as the day progressed. Most models landed parallel to the main road, some with a west or east bias. Malcolm's last flight landed 1.5 km away at the north eastern end of the sorghum crop.

Ben made the first official flight towing up the dirt road towards the club house road slightly cross-wind to avoid the soft black soil and then circle towed on the hard surface to avoid towline snags. His launch looked OK but after a short time the model found sink to record a score of just over two minutes. John was more fortunate and found helpful air to land just short of the 4 minute first round max. Malcolm flew next getting a good high launch and a 4 min flight that never lost height, DT'ing close to the western sorghum. It had only flown 600 m so the winds were certainly light. Ben's second score improved a little on his first flight time but was still well short of a max. John also sub-maxed, a few seconds better than Ben's time. Malcolm's second flight held up well in the first circuit but sank quicker than expected making him think he should have moved to his thermal model for this flight. He was closest to the elusive 3 minute max time. Meanwhile Van was having a horror day with various problems finally breaking a wing tip off on his best model before he had recorded a score. His reserve model made a low score after a poor release but he managed to find very helpful air on his second flight only to have the DT fail with his model well downwind. Fortunately it was found later in the day but after the event had concluded.

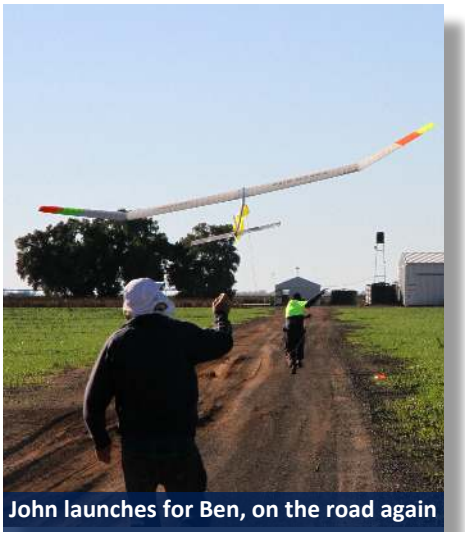
By 11 am the wind had picked up but there were useful lulls which allowed John to score his first max. Ben's launch looked very good and it



John's 6 panel model *MRC archive photo*



Malcolm's Superbone *MRC archive photo*


John launches for Ben, on the road again


Ben's launches for John looks classier


Team Lewis had a good day 1st & 3rd

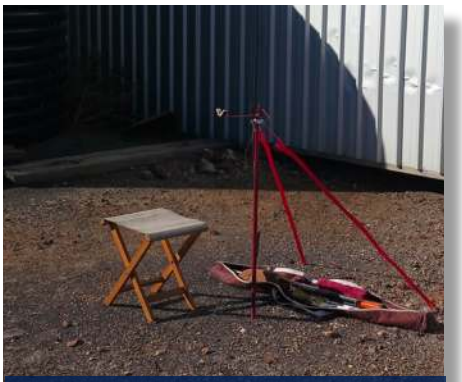
looked like he had his first max in the making, for the first minute, then the model then appeared to contact sink and landed some 40 seconds later. Malcolm threw away all chances in his third flight with an overzealous launch just as the wind picked up causing the model to bank hard right and pull out low to put him on the ground in 47 seconds. This opened a big window of opportunity for John if he could hold it together for his remaining three flights. He elected to straight tow as a result of the increasing wind speed to record another max. By contrast it wasn't Ben's day who, after getting away in what looked like good air, recorded exactly the same time as his previous flight. Malcolm like John also made another max, this time landing 30 metres into the sorghum.

By the final flights, the wind speed had increased but it was still only 4 - 5 meters per second. John waited for a short lull to get up and off for what looked like another max until his model lost height to land after two and a half minutes. Ben's model seemed to react similar to Malcolm' s third flight launch on his fifth launch, with the model banking hard and heading for the ground before it pulled out to record Ben's worst score of the day. Malcolm made a good launch to easily max his final flight of 1.5 km however the SW drift took his model 920 metres into the sorghum crop, making recovery a bit wearisome at the end of the day.

So John won the event through consistent and careful launches, becoming F1A State Champion for the first time in 12 years! Malcolm was 89 secs behind. Ben didn't have a good day – he said that he couldn't recall an F1A event where he hadn't recorded a single max. But we all fared better than Van Richards-Smith who broke a wing on testing, and then nearly lost his reserve model on its second flight, landing 2 km away on the other side of the highway. Incidentally Malcolm had Kathy's 6 panel F1A ready for her to fly with a new timer, tow hook and cables, only to break an inner panel during late Friday afternoon testing. That panel was repaired after a Dalby tumble in 2012; so it was probably out of warranty?

F1B

The weather prediction for Sunday had been encouraging all week however it began to deteriorate late Friday and during Saturday. On arrival Sunday morning the wind was already well established and blowing in the same direction as the previous day. John and Ben set up behind the large machinery shed to provide shelter during winding. The prediction was showing the wind speed would peak around 9am but by 8.30 our wind speed meter was showing an average of 5 m/s with gusts of 7 m/s. The top of the trees near the club house suggested the wind up higher was probably stronger. We therefore decided to dismantle the models and review the situation later in the morning with the prediction indicating a reduction in the wind speed later in the day. Getting on to lunch time it became obvious the wind speed was not reducing sufficiently and starting early afternoon might result in our last flights being made as the light was fading so the decision was made to abandon the comp for this year and head home with our models intact.


F1B flyers tried to hide from the wind

Name	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Total
John Lewis	233	144	180	180	156	893
Malcolm Campbell	240	157	47	180	180	804
Ben Lewis	131	140	106	106	81	564
Van Richard Smith	47	180	-	-	-	227

INDOOR 2021

Delta Dart

B S H S Hall 6 March



Ben Lewis's lay back launch for longer duration

Report and photos by John Lewis

It has been a year since we have had the opportunity to fly Indoor however attendance was down from our last Delta Dart event. Still as they say - "the show must go on".

Ben was first to record a score and began well with a flight of just over 50 seconds. John's first flight was 3 seconds higher but once Larry got airborne it was clear the Lewis team was in trouble with Larry's first flight of 65 seconds. Ron began well although trailing the other competitors with an entertaining flight that bounced around the ceiling. Ian Hay (John's next door neighbour) had a few models to fly and didn't enter the contest.

Both Ben and John went backwards with their second flights while Larry continued to improve. Ron had the misfortune of getting his model stuck in the net. Both John and Ben tried for some time to dislodge Ron's model but sadly it remained at the venue with the prop firmly entangled. Larry could do no wrong flying only centimetres under the roof but failing to hit any obstacles. Ben hit lots of beams etc but his model survived without getting hung up. John rarely got high enough for the beams to present a danger until late in the day when he increased the rubber size. Still John's best flight was well behind Larry's best scores.

With only four entries it was a disappointing start to the season but hopefully more will attend next time.



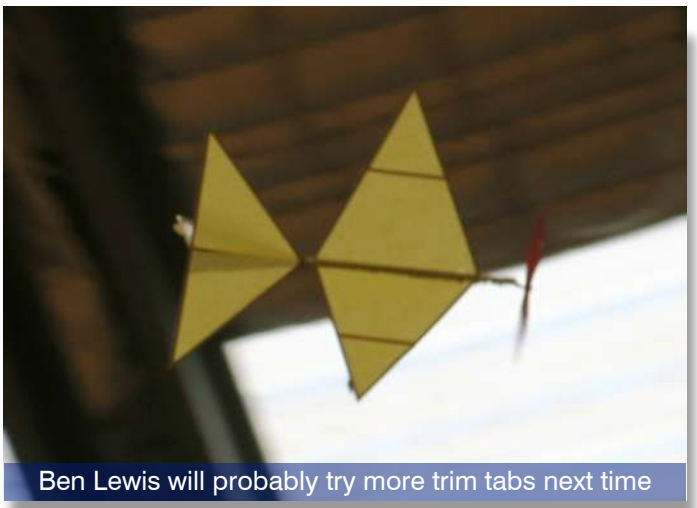
Ron Munden selects some big rubber



Larry Brownlow gets down low to fly high



5 trim tabs are better than one - Larry Brownlow



Ben Lewis will probably try more trim tabs next time

Name	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Best 2 Total
Larry Brownlow	65	**72**	**90**	64	32	-	162
John Lewis	54	51	49	**65**	58	**67**	132
Ben Lewis	51	46	**51**	44	**53**	47	104
Ron Munden	47	-	-	-	-	-	47



Exhausting work these Delta Darts



Ron Munden's Dart was left there, with enough turns for a moon shot

CLASSIC A1 EMAIL INTERNATIONAL IMPORTANT UPDATE



Anyone interested in entering the Classic A1 Glider 'postal' contest organised by Stuart Darmon please note that you now have until 31st December 2021 to complete your entries. The original six- month time window, which was to have closed on 1st July, has been extended due to public health restrictions remaining in much of Europe, and to the recent severe flooding in parts of Australia. All other details of the event remain unchanged, and entries already made will not be affected.
Details from:
stuartdarmonf1a@yahoo.com

Full details can be found on page 32 of the December 2020 BFFS Digest

INDOOR 2021

HLG / CLG State Championships

B S H S Hall 17 April 2021

Report and photos by John Lewis





FACE OFF!

Len versus Ben

Participation in this combined event has struggled in the past however this year was better supported with 6 starters although, after some frustration and broken models, Larry didn't manage any official times. Len Surtees, Ben and John Lewis opted for the traditional HLG models whereas Ron Munden and Annika Lewis used catapult assistance. The overcast conditions outside may have contributed to the cooler conditions but in any case scores were a bit lower than on previous occasions. Len was first to record scores on the day after travelling up from the AFFS HLG outdoor champs at Narrandera the day before.

Len began well with a low 30 score but his scores declined for the next few flights resulting in more practice and trimming. John began with a mid-twenty score but was unable to improve much on his first flight time. Both Annika (equipped with a new model) and Ron Munden were both producing higher times this year prompting John to consider changing over to catapult models in future.

Ben's first score was a disappointing sub twenty but he quickly started to produce competitive scores however lower than in previous years. It soon become evident the event would be won by either Ben or Len as they were the only two that were breaking the 30 second barrier. Although Len made the highest time of 35 in the contest Ben had a higher average, winning the event with a two-second margin. John was hoping for third place however Annika had other ideas and continued to improve ending up 1 second ahead of (Granddad) John!

Len and Ben decided to have an impromptu shoot out after the event trying for the highest time.



Ben Lewis and friends



Len Surtees prepares for battle



Annika Lewis was the surprise packet

Ben occasionally looked to have it in the bag after a good launch only to have his model hit an obstacle. He did get lucky on one flight that managed to fly between the net support ropes to record a 36 second flight. Len looked unlikely to match Ben's score but he refused to give up. Late in the day Len used up all the power he could muster and made a good launch which gave him the high time for the day of 38 seconds although he sustained some elbow injury in the process.

A good result and finish to the day with Ben winning the event and Len making the highest time. Annika too was very happy with her third place.



Ben did a great job on Annika's new CLG

John Lewis

Place	Name	F1	F2	F3	F4	F5	F6	F7	F8	F9	Total best 3
1	Ben Lewis	18	31	32	27	14	32	**34**	**34**	**32**	100
2	Len Surtees	**31**	5	18	28	28	25	**35**	**32**	14	98
3	Annika Lewis	21	24	19	**25**	24	19	**26**	**27**	18	78
4	John Lewis	25	25	24	**26**	**26**	16	**25**	21	24	77
5	Ron Munden	15	17	**19**	**19**	12	**19**	17	15	-	57
6	Larry Brownlow	DNF	-	-	-	-	-	-	-	-	-



INDOOR 2021

F1L (EZB) State Championships

B S H S Hall 8 May 2021

Report and photos by John Lewis



Larry Brownlow got down to business straight away with a near 8 minute flight



Ben launches, Larry lurks behind him

Although numbers were down this year the scores were up on previous years with Larry almost cracking 8 minutes on his first flight. Ben too scored better than his previous highest score in this event on his first flight while John too scored well after a few initial problems. It seems the best time to fly is early as scores generally declined as the day wore on and the air cooled inside the hall.

John had his share of problems with his initial test flight hung up on what should have been a safe number of turns. After retrieving the model undamaged the prop housing fell off while trying to attach a fully wound motor. After that was re glued the rear knot let go on the next wound motor and the advancing twisted rubber motor punctured a hole in the wing. Not a good start and although John's model had a stable consistent flight pattern. John was unable to put pressure on Larry or Ben and his problems continued with a rubber bunch stopping the prop on his second flight while later in the day the cooler air movement caused a few collisions with the walls.

Ben's model had initial torque problems using the rubber size he had used on previous occasions. The initial part of his flights often flew away from his intended position placing his model close to the wall or net however Ben began well with a couple of flights of over 5 minutes. Like John, Ben's model found its share of obstacles as the day progressed.

Larry made the most of the more buoyant air early in the afternoon and his model rarely looked in danger of hanging up. Larry's model appeared to be very light and flimsy rocking around in the initial part of his flights with the tailplane oscillating badly from side to side when the rubber



Ben on cruise



John heads for the ceiling



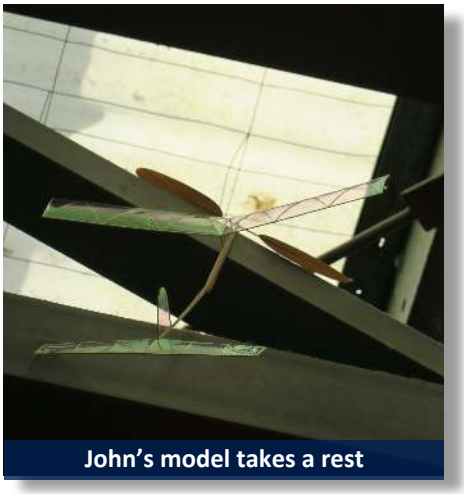
Larry lurks again, in the shadows

torque was highest. However, a minute or so later it would be cruising effortlessly with the slowest of prop revolutions on its way to another good score.

Hopefully next year we will see Brian and Ron flying F1L again and perhaps Van and Mati.

Admittedly at the moment Larry is hard to beat however just watching these models flying is reward enough so make the effort to come along next year and enjoy the flying.


Larry's model dominated the day


John's model takes a rest

Name	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Best two
Larry Brownlow	**7.53**	**6.29**	6.37	5.26		14.22
Ben Lewis	**5.16**	**5.06**	3.39	2.14	3.14	10.22
John Lewis	**4.46**	1.06	**5.02**	4.37	2.41	9.48

2021 AFFS CHAMPS and SOUTHERN CROSS CUP

Weather was a mixed bag - windy and cool at Narrandera and ideal at West Wyalong. There were some long retrieves in the wind at Narrandera and conditions were tricky. My Nebula retrieve was 4 km out and 4 km back. WW was the opposite, with the ideal combination of light winds and blue skies.

Five BFFS members attended and our best results came from Albert Fathers and Craig Hemsworth, winning respectively all F1A and F1B events. I won E36 and maxed out in the WW E36 event. Kathy bagged 2nd but didn't have the best of times. She really enjoyed the social aspects.

Graham got the 4 minute R1 max in F1B but otherwise had a trying time. Craig was awarded the Alan Edwards Memorial Trophy for F1B.

After not seeing our southern friends for two years, it was great to catch up. The AFFS now has a totally new committee. All the details can be seen in the June edition of "Free Flight Down Under".

Malcolm Campbell



2. Ian Haigh 1. Albert Fathers 3. Malcolm Campbell



3. Harry Sokol 1. Malcolm Campbell 2. Kathy Burford



2. Vin Morgan 1. Craig Hemsworth 3. Bruce Hao



Malcolm receives service medallion from Gary Pope

Home Brew Diesel



Here's what you need:

1. John Deere starting fluid. (pictured) It's almost pure ether, and can be used straight from the can. The other few percent is an upper cylinder lubricant, some hexane, which helps anyway, and propellant.



2. Kerosene, A1 Jet fuel, (the best), or plain old pump diesel. DON'T use Bunnings Kero, it's actually doctored white spirits, and will not do the motor any good. Pump diesel, kero, and A1 are almost the same thing, just slightly different levels of refinement. Pump diesel is a bit more messy, though.
3. Use good quality first pressings Castor. Cool Power Castor or Penrite 10/tenths Race Castor, which is de-gummed. (It's not cheap, though). Forget synthetics, use only castor. Diesels run much hotter than glow motors, and the passage of lube through the motor helps regulate the heat. Castor has far better heat absorption properties.
4. Amsoil Diesel Cetane boost. You can buy it on Ebay, and is not cheap, but the 500ml bottle will last for years. It's the best sub for Amyl Nitrate or Amyl Butyrate I've found.
5. Mix the ingredients in glass utensils, wear gloves and a mask, and OUTDOORS, away from all sources of ignition, and store in airtight, steel containers, and keep cool. Don't store in plastic, it will spoil in a few hours. Don't store in dark glass bottles, as exposure to sunlight can cause dangerous peroxides to form. (As in KABOOM!) Properly stored, I have used mixes over a year old with no issue.

   25 to 30 percent Castor. Don't go below 25 percent, or you'll have overheating issues.

   25 to 30 percent John Deere Staring fluid

   1.5 to 3 percent Cetane Boost

   The rest is whatever fuel you can obtain.

And Maris Dislers added these comments:

I generally agree with Ralph's advice. This starting fluid is widely used in the USA, where ether is very hard to procure.

I prefer to have 30% ether in the fuel, which would equate to equivalent of around 37% of the John Deere product. Upping that to 40% would be a nice round number to work with. The 20% non-ether portion forms part of the kero volume in the mix. But is almost all LPG propellant, which will gas off when left to stand for a short time.

Amber glass effectively blocks UV light (which can cause the formation of diethyl ether hydroperoxide). Ether is routinely sold in amber glass bottles of 500 ml and 2.5 litres. Most likely that all commercial grade ether has been treated with an antioxidant to avoid the problem. I advocate good amber glass bottles for storing fuel. They are more reliably sealed than steel cans, which can leak via a poor can to neck joint and swell on a hot day from vapor pressure when partly full.

Penrite racing castor is a castor/synthetic oil blend. Maxima 927 is another good one. Ditto Klotz Beenol. Excellent for keeping racing engines clean inside, but the detergent action might cut away too much built up "glaze" from piston of a tired old engine. If so, switching back to straight castor will help restore compression seal. Upping oil content if necessary. But it won't work miracles.

Aviation grade mineral oil can work too for engines such as Mills or other sport diesels. I use it in my Redfins. Aeroshell 100 or 120 (straight SAE 50 and 60 weight) or the straight SAE 50 Harley Davidson oil. Some engines prefer castor oil, but a short run with mineral oil fuel after flying will clear out castor residue and prevent gumming-up in storage. Easier cleanup too.

There were a few batches of dud Diggers kerosene, but for quite some years now it has been fine. Easier to get than Jet A1. Airports don't usually want to "switch on the bowser" for small volume sales.

Excess cetane boost only aggravates overheating and needlessly extends warm-up time. Use as little as necessary. 1% for sport diesels is usually adequate. 1.5 - 1.8% for higher speed running. Start low and go up if the engine still sounds "gravelly" at peak setting despite more compression adjustment.

And Brian Taylor said:
There are many homebrew diesel fuel recipes around.

I looked at using the Ether from engine starters but most of the locally available ones have only about 10-30% Ether content. Tried Nulon Start Ya Bastard but it didn't. Looked around for the John Deere stuff but couldn't find any.

From all the research the typical mixture seems to be Diethyl Ether 20-35%, Castor oil 20-30%, Paraffinic base fuel 30-45% and some sort of booster.

It seems that the Paraffinic base fuel need not have a low flash point but must have a low Auto-Ignition Point and a high Calorific Value.

The problem I found was that some Petroleum Hydrocarbons have the same name but different CAS numbers.

The Chart I made up using manufacturers SDS, etc seems to show most of the fuel is similar.

I would like try some Bio-diesel at some stage.

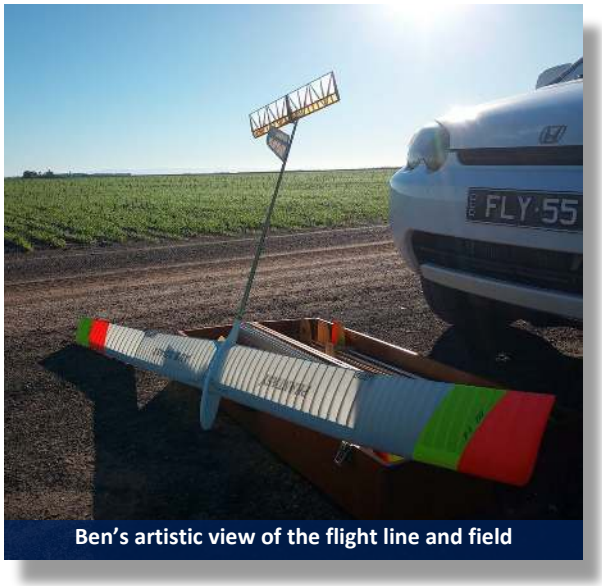
	Recochem Diggers Kerosene Blue	Recochem Diggers Kerosene Low Odour	Recochem Diggers White Spirits	BP Kerosene	BP Diesel	BP Jet A-1	Puma Energy Jet A-1	Kerosene CAS 8008-20-6	(Naphtha) Petroleum Ether CAS 64742-82-1
Specific Gravity	0.8	0.78	0.78				0.75-0.84		
Flash Point	38C	42C	42C	38C	61.5C	38C	38C	81.6C	
Auto-Ignition Point	230C	296C	296C	235C	240C	207C-250C	210C	227.7C	240C
Calorific Value					45.6 MJ\Kg	43.15 MJ\Kg		46.2 MJ\Kg	48.1 MJ\Kg
Flammability Limit	1-6%	0.7-6.5%	0.7-6.5%	0.7-5%	0.5-7.5%	0.6-6%	0.7-5%	?-5%	0.7-6.5%
Boiling Point	145C-300C		149C-194C	150C-280C	180C-380C	140C-280C	160C-205C	175C-325C	90C-100C

New flying site at Dalby

I climbed the tower on Friday to assess the spread of old sorghum. It was extensive. Either side of the road in, for over half a kilometre, there was a freshly planted crop, and the soil was crusting nicely. It proved to be the best spot to be for F1A. Of course, we were careful walking in the new crop, and it was much easier than 1.5 metre high sorghum



The field we flew on is in the middle of this photo with the road dissecting it



Ben's artistic view of the flight line and field

Aeromodelling is for life

This is Ray Fairfield's Story

My first memory to do with planes is the roar of a trainer buzzing my grandparents place outside Bundaberg. The house sat in large cleared paddocks, probably used as a nav feature by the WW2 flight school at Bundaberg.

Stepping forward a few years to Brisbane, I was hooked by the small "scale" models hanging in the window of Swift hobbies in Adelaide St., and by watching the son of the next door family and his friends, considerably older than I, flying rubber models & later C/L in the park opposite the Milton Tennis Courts. I remember an early OS 10cc spark ignition flying in a large F/F model converted to the "new fangled" C/L. A range of engines started to appear, mostly English since there were restrictions on US imports. I remember the Amco range, the Wildcat and a fixed compression 5cc diesel by Gordon Burford (a beast to start). The Frog 500 came on the market for those who could afford it. There didn't seem to be any problem with noise, and most weekends you could hear an engine somewhere. I inherited a stripped frame of a Black Magic and a Frog rubber model from two of that group who were off to the military. Modelling seemed more popular then, with other shops being Scientific Hobbies in Queen St., and Arthur Gorries over the river on Stanley St.

A stint at boarding school curtailed any modelling, but once in the workforce as a cadet draftsman with the PMG I started building a wide range, both from kits and plans. One model I never found a plan for when I considered building it again in later years was an AStral kits Leo, rubber powered biplane of about Wakefield size, it did fly quite well, in contrast with most of my early efforts. An advantage of my workplace was an epidiascópe I could use in the lunch hour to enlarge the plans printed in Aeromadeller magazine. There was also work experience in various sections, I used my time in the engineering shops to make a glo motor based on a (bought). OS 29 crankcase. It did run, and I built an Aeroflyte stunter for it, but it was down on power, I didn't get the ports quite right.

I decided I was more interested in F/F and smaller engines, as well as rubber. I totally misjudged my building abilities by constructing a Bittern streamlined Wakefield from a plan bought from Scientific Hobbies. I did finish it, but it was too heavy for rubber power. My first motor purchase was an Allbon Dart, used in a variety of models including a Frog Firefly kit which Arthur Gorrie bet would not fly with such a small motor. It did fly, briefly, but really did need more power, especially as I went to a fancy version of US navy colour scheme. And I grafted the Dart into the Bittern airframe to get some flying out of it.

By now a range of small engines, mostly English diesels, were available relatively cheaply, and Dads could be persuaded to buy one, and a matching small C/L kit. This resulted in a procession of said Dads on Monday mornings in the model shops complaining that the engine was faulty. Arthur Gorrie could cope with this, mounting the engine on a oily piece of timber screwed to the display case in the shop, but Scientific didn't have anyone on staff to do the demo. An opportunity! For 10 shillings each I took the engines home, ran them and provided a signed form that stated I had run it, the fuel, prop and settings used, & so on. Quite good pocket money.

By now I had joined Arthur's NMAA (Newtown Model Aeronautical Association) club and the MAAA so as to compete at the nationals. Arthur was always good at promotion. He had transfers printed with NMAAA so they could serve for either association by removing the end letter. I had seen the nationals that were held on Archerfield without competing. Memories from that were of Basil Healy flying a large sailplane, the. Leprechaun. He was using a piano wire tow line, and with an afternoon storm approaching he was close to doing a Benjamin Franklin. Also Max Newnham flying his C/L Vickers Viscount covered with aluminium wallpaper. The four Burford 29s were dragging Max around, so Ron Munden ran out and wrapped his arms around Max to act as an anchor.

I don't remember the order of the nationals I attended, but have memories of people and places for Camden, Gawler, Amberley? Echuca, Canberra, and Rosewood as you mentioned. I was short of a model for the scramble there, bought a KeilKraft Halo kit and built it on a bench seat on the grandstand at Rosewood. I never did much good in competition, but had a lot of fun. Not so funny were the lost models, either no d/t or unreliable timers. I remember a Mercury Mallard with a Cox Olympic at Echuca, and a Dixielander with a Cox Special at Canberra. That one disappeared straight up after the engine shut-off failed. I took an aero club Cessna to search for it and Leo O'reilly's model, also missing, without success.

The various Nats provided some good stories, quite apart from the models. Met a lot of characters - Ivor F when still known as Yogi, Coop, Russ Hammond, Basil Healy, Tom Prosser, Dave Hegarty and lots others,names mostly forgotten. One of whom I shared the trip to Gawler, with a detour to Sydney on the way home, Ivor had invited us to a BBQ/party. His house was then on the edge of bush land, so plenty of room for large & noisy gathering. My co-driver & I arranged to sleep in Ivor's garage as we were in no condition to go anywhere. Got a very frosty greeting from his wife in the morning. She had left the party early

& gone to sleep, awakening in the small hours to -no Ivor- She found him sleeping soundly by the ashes of the fire . Apparently, as guests, we were expected to get Ivor to bed before collapsing ourselves.

Two brothers from Sydney turned up at Camden driving a pair of. Goggo Darts. (Yes, the Dart). They were great for retrieving, as they would fit under the chains intended to keep vehicles off the field. One evening I hitched a ride into town for a meal. The driver of the other Dart went first, he was almost out of fuel. Sure enough,within sight of the pumps he ran dry. I told my driver to pull alongside, I leaned out & linked hands with the other driver & we towed him to the pumps. Try that now.

Back to Brisbane

Arthur's salesmanship extended to several towns within reach of Brisbane. He would convince a local shop to carry some modelling products, and would provide trophies for a competition in the town, supported by as many club members as he could persuade to travel. We had some great weekends, it was amazing how many bodies and models he could squeeze into his 1938 Chev van. Venues were easier to find for C/L compared to F/F, finding models in standing sugar cane, or having the retrieve stopped by a river, were all part of the game. One of his projects that I never saw completed was to provide a permanent home for C/L in Brisbane, as noise was becoming an issue. He bought a block of land on the (then) outskirts, and invited members to clear it. City kids felling trees were a real hazard. I had moved away before it was completed.

I had joined 23 Sqdn, Citizens Air Force, as an alternative to National Service, and models took a back seat. I do remember scrounging some IPN, fuel for the Sabre starter, thinking it might substitute for nitro. Decided not to proceed when turning over a Cox 049 to prime it with a trial mix resulted in it starting before the plug was connected..

Next, I was working in Canberra and building models in my govt, hostel bedroom. Bought an Allbon Bambi for small models, not very powerful and sensitive to fuel. Also fusssy for fuel, but much more powerful were the Cox range. Teamed up with Ray Murray and attempted to fly small R/C models in Canberra parks, with limited success.

Canberra was the place where I could finally afford to learn to fly, Cessnas with the Aero Club, but also some other types, sometimes mixing with model trips. Tiger Moth and Cub at Camden, Piper Colt at busy Morabbin and Tri-Pacer at Archerfield, another all-over grass field at the time.

Archerfield reminds me of some interesting experiences some time prior to this. I got to know Jim Mulchay, a genuine pioneer who was flying models prior to WW2 , He had also learnt to fly with RQAC, but when I knew him he was a pioneer of R/C, The big difference in his approach was to fly at night. His contacts at Archerfield allowed him to fly on the airfield on Sat nights - Archerfield did not operate night flying at that time. So we would set up out in the darkened field with headlights and pressure lamps, all turned down when the model was airborne. It was fitted with a pack of 3 D-size cells to supply the three nav lights. This usually resulted in a number of successful flights, helped by the fact that the wind was usually calm. Remember that a successful flight at that time meant more like interrupted free-flight, with a landing close to base when the fuel ran out.

I used to joke that I was along because I was the youngest, and tallest, and so could run fast enough for a successful hand launch. Quite important for a 6 ft span heavily loaded model powered by a 3.5cc diesel.

A job move took me to PNG for a couple of years, so models were again shelved, in favour of flying with the aero club with Cessnas, and a Victa for aerobatics. There were plenty of other interests to be enjoyed, a SCUBA club, a car club, and lots of social activity. Port Moresby in the 60's was a great place for single people with no responsibilities, and for drifters who had found no-where else to go. Jobs were easy to come by, with Govt office hours finishing at 4pm to allow more drinking time.

I got interested in locating and, where possible, visiting the WW2 aircraft wrecks still littering the countryside, but that needs another complete book.

That takes us up to1965.

Ray's very readable story concludes in the September edition of the BFFS Digest. AND, we have found a few rare photos of Ray!



RAY SAYS: *An early A6M2 Zero, based at Gasmata on the south coast of New Britain. Records show it being flown at one stage by Saburo Sakai, their top ace. Damaged from bomb shrapnel, it was left parked by the strip.*

Dragged out in the open and tidied up - new rudder— by a kiap in the 60's. My photo probably taken in 1970.

HEAVE HO

International FF Glider postal competition

Welcome to the 10th HH world postal competition for Free Flight Hand Launch Gliders. Competition runs from 1st to 31st July 2021. The 3 categories are,

1. Hand Launch Glider (hand grip on fuselage)
2. Catapult Launch Glider (1/16" x 1/4" x 9" loop)
3. Tip Launch Glider (hand grip on wing tip) Note : I included TLG back in 2005 and 2006 which was the beginning of the FF Glider revolution due to Mark Benns clever gadget-free design which all TLG designs have copied with various modifications.

PRIZES : STING MK 2 Glider Kits and the name of the HLG winner will be engraved on Trophy

RULES : All categories fly to a 1 minute maximum time limit. All categories fly 9 official flights (you can have more then one go but can not mix or combine scores)

Times must be recorded by a time keeper. If you achieve 5 x 60 second maximum flights then you must add 30 second being now 90 second flight, if you achieve this then keep adding 30 seconds till you miss the maximum but include the last flight.

EXAMPLE: 5 x 60 seconds, add 30 = 90 then add 30 seconds = 120 then add 30 seconds = 150 , then a flight of 37 seconds. score card will be 60,60,60,60,60, + 90,120,150,37



Please return scores to:

lensurtees@hotmail.com I will publish all scores in world FF Newsletters. Please fly responsibly in a suitable flying area. When sending scores I need your name and "snail mail" postal address and your registered flying number, which shows you are covered by your National Flying Body, in Australia it's MAAA, in America it's AMA, and so on.

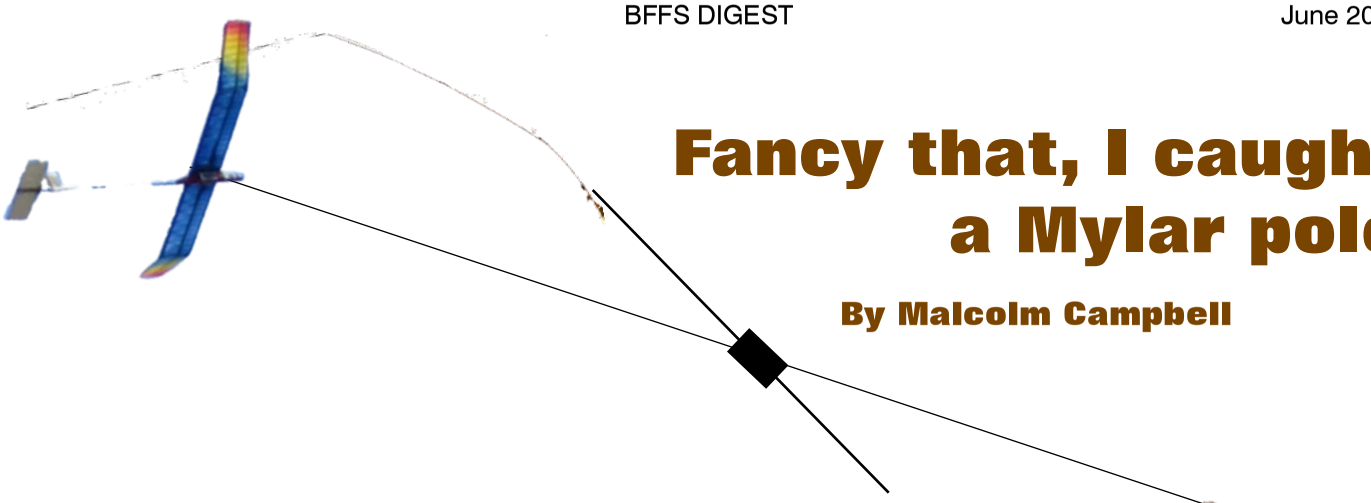


Kevin Brown from UK, the editor of the 1990's HEAVE HO world HLG newsletter, is the originator of this contest. I will publish a full historic article in coming months.









Fancy that, I caught a Mylar pole

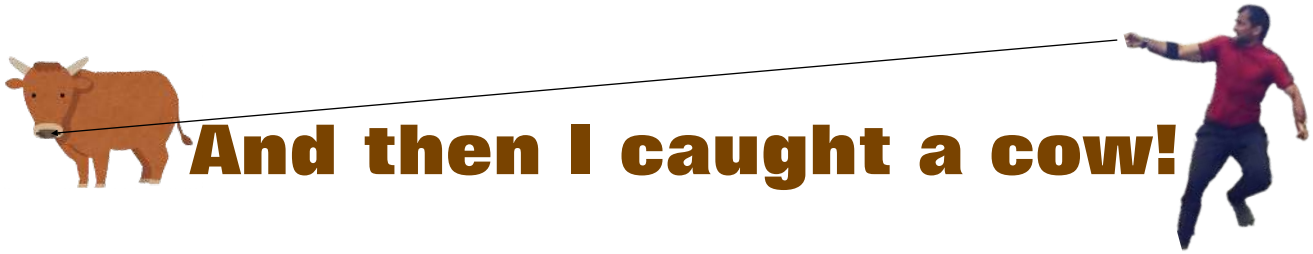
By Malcolm Campbell

Sunday 14th March was F1H and E36 day and Kathy and I thought we'd do the lot. Well, Kathy thought she'd do all the flying if I would retrieve her models. So I did, because Sweet Kathy was on a winning streak. Maxing out in E36 and then experiencing a loose prop blade in the FO, she put that one behind her and went on to max her first F1H flight. But then she sub-maxed her second flight and said that's that. I still had 4 flights to go so I was somewhat relieved my retrieval duty had shrunk.

My second F1H flight was towed up in good air. Part way up there was considerably more pull on the line. Turning I was surprised to see my thermistor pole and streamer going up with the model! The line had obviously draped across the pole and most likely had latched onto the thermistor.



Laying off the pressure a bit, the pole untangled itself and fell about 4 metres to the ground. The movement down the line caused the model to unlatch at about 25 metres. It tried its best but it was all over in 73 seconds.



And then I caught a cow!

As a fitness test, my day's objective was to fly three E36 flights and five F1H flights so after six flights I was hot and very tired because the A1s were going a long way. Sweet Kathy said I must stop after the 4th flight and have lunch or otherwise it will be too late to have lunch. Avoiding a discussion about this decision I munched down a ham and salad wrap and returned to the flight line, only to find it full of cows.

Horrors, I couldn't find my towline, and then I saw it move on the ground, movement that I tracked to the mouth of a cow! Grabbing the line and recalling my trout fishing days I started to play the cow, not wanting to break the line or cut my hands. Of course I didn't want to harm the cow either.

But things were going from bad to worse. My cow was trotting off towards a herd of 30 of its friends. Gently tugging I felt some movement, I felt I was winning. And then it ran into the herd and the line draped across the back of another cow, startling it and then bedlam broke out as they all tried to see what was causing the ruckus (a ruckus is one level down from a stampede).

I was so relieved to see the line break free with no teeth or blood on it. I was careful of course and I believe that it was probably the first time that cow had flossed its teeth. And the line was intact, with flag and tow ring but there was a soggy mess near the flag – it was a section of line that the cow had been masticating on.

Kathy and I gently started untangling the line and eventually the mess was sorted. A pull test indicated the line was OK. With the end of the comp fast approaching and surrounded by cows I took whatever air was available, and towed up for the final time, into sink.

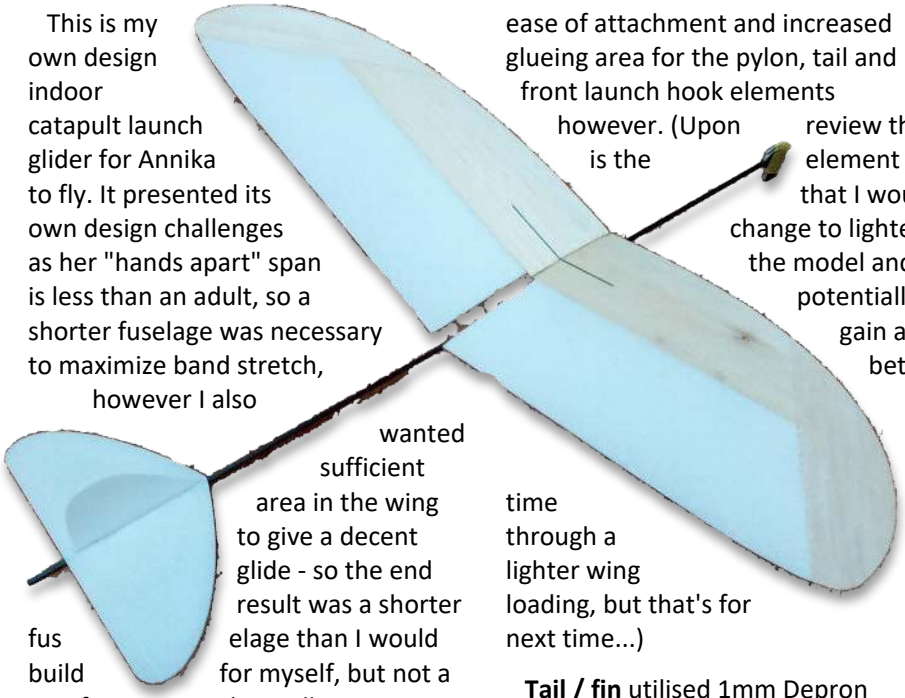


Thanks to Ramiro Gonzalez (ARG) for supplying the "body double" for my feeble artwork

COVID CONSTRUCTION CORNER

A new iCLG for Annika

Report and photos by Ben Lewis



This is my own design indoor catapult launch glider for Annika to fly. It presented its own design challenges as her "hands apart" span is less than an adult, so a shorter fuselage was necessary to maximize band stretch, however I also wanted sufficient area in the wing to give a decent glide - so the end result was a shorter fuselage than I would build for myself, but not a significantly smaller wing (350mm span). The plan shape is therefore not a purist catapult model, but rather a "stubby" one.

The design was based VERY loosely on the "Feather Shooter" but enlarged (approx 110%) and the wing and fuselage shape and construction type changed. The tail and fin are the only elements to retain the outline shape of a scaled up "Feather Shooter".

The model was constructed of a combination of balsa and Depron foam with a tubular carbon fuselage. **The carbon fuselage** is square section 1.7mm hollow tube (smallest I could find, happened to have lying around), which is significantly stiffer than solid rod, but with a marginal weight penalty. The square section adds to ease of attachment and increased glueing area for the pylon, tail and front launch hook elements however. (Upon review this is the element that I would change to lighten the model and potentially gain a better time through a lighter wing loading, but that's for next time...)

Tail / fin utilised 1mm Depron sanded down to "feather thin" at the edges. Elevator and rudder adjustable flaps were lightly scored into the foam with a number 0 Philips head screwdriver and a straight edge.

The wing was constructed from 3/32 + 1/16 balsa for the centre and tip elements respectively. Rear flaps were made from 1.5mm Depron. The three wing elements were assembled "square" and then sanded to section as a single entity. The wing was assembled flat with curve induced post section shaping via the application of heat and cooling. Heating and cooling of Depron in a held shape "resets" it's native state with no loss of structural integrity.

The carbon wing dihedral brace (0.2mm pre preg carbon sheet) is thickened towards the centre, dropping below the wing surface and set into the pylon for added structural integrity.

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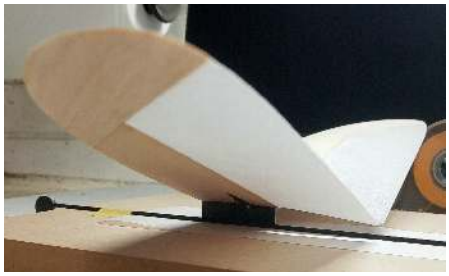


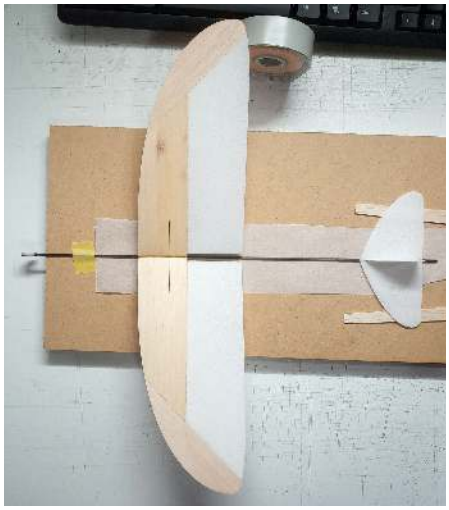
The finished product: The model turned out a little heavier than planned as a result of the carbon tube - was excessive strength for the application in retrospect, and the stubby nose meant more nose weight was required than I would have really liked, (however the second issue is a result of the flyer I designed the model for - so not a lot I can do about that...) The first issue however can be improved upon in subsequent builds.

Performance: The model climbs well, transitions well and glides slowly in nice sized circles. Times achieved were in the 24 - 25 second range early, however with tweaking of the band Annika got 26 and 27 second flight times in the competition and finished the day with a high time of 28 seconds. With a lighter fuselage I feel average times of 30 seconds is an achievable goal for version 2.

Post flying review: The Depron and balsa combination wing and the Depron tail and fin are considered a success and will be used again. The fuselage is where the main potential for improvement lies, with realistic potential for significant weight saving. The target for the model was to be competitive for third place, and that it was, narrowly edging out the competition and securing third so the exercise was a success. And even better I know where improvements can be made to the concept to improve performance for next year.

Ben Lewis







Loose props and short circuits - E36 Essentials 101





Loose prop bolts: One of Kathy's E36s developed a noise like a loose motor in last Sunday's fly-off. I found it to be a loose Graupner folder blade, loose enough for the bolt to have disengaged from the thread on the far side.

When I got home I checked the other three E36s. All of them had loose bolts. If you have that setup, check it now. Maybe a Loctite product could help.

Hot Batteries: For those who use Dean's plugs on their LiPos beware. It's taken me several years to do this but I did it today. So it can happen.

I wrap my batteries in poly bubble before storing them in the fireproof silver bag. I fold the leads back against the battery before wrapping them. This time, while discharging my batteries after flying, the active pin on the Dean' plug touched the blue wire on the balancing plug and – instant heat and smoke.

The battery warmed up considerably and plug socket melted. I walked outside quickly with the battery at arm's length and then it cooled down. I reckon the battery has gone, well one cell anyway. $$$$. In future I will use rubber bands to hold these two wires away from each other, and use unshrunk heat shrink tube to cover the balancing plug when in storage.

ADRIAN'S ENTRY TO AEROMODELLING

Many years ago the "Woman's Weekly" devised a method of increasing sales. You collected coupons from the last 2 issue's of the Woman's Weekly and sent them off with 5 shillings. Dad did and he received a mailing tube with a kit inside. I got my first smell of balsa cement and was hooked for life.

It also contained two aluminium wheels. This was the first time I felt weightiness. Dad placed the tube on the top of a cupboard where it slumbered on peacefully for 16 years. The plan was not designed by an English expert but by Norman Lyons and fly it did not.

Many thousands upon thousands of kits were sold. The owner of "Model Aircraft" brought herself a new Ford car, and never had to work again.

Years later Don Pope got one to fly, sort of.

Extra to "Model Aircraft". The last person to Work for "Model Aircraft" was Alan Shinfield and when he died he was the last Shinfield in Australia.

Regards Adrian

ED: *Alan Shinfield was a loyal friend of Adrian's and he drove him to the flying field many times*

The Lewis 6-pack



Someone has to tell him to stop. By now he's finished #7 and #8. What's next?









BFFS Spy







Another flash of brilliance from William Jones

Did anyone see my new Aiglet on the front cover of Aeromodeller? It surprised me.



Malcolm caught flying an LDA



And then caught sailing an RC yacht

DIGEST CONTRIBUTORS

John Lewis
Ben Lewis
Malcolm Campbell
Ray Fairfield
Maris Dislers
Brian Taylor
Adrian Bryant

Thank you for helping

We really could do with some more contributors.



I'm still waiting to hear from club members about their Top Tips - don't keep them to yourself.

2021-22 Membership now due



Remember, you must have <u>current</u> membership to be insured.

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:_____

REMEMBER

FIRST DUTY OF THE KEYMASTER ON FLYING DAYS:

Text Jesse 0417 077 781

"BFFS on the field".

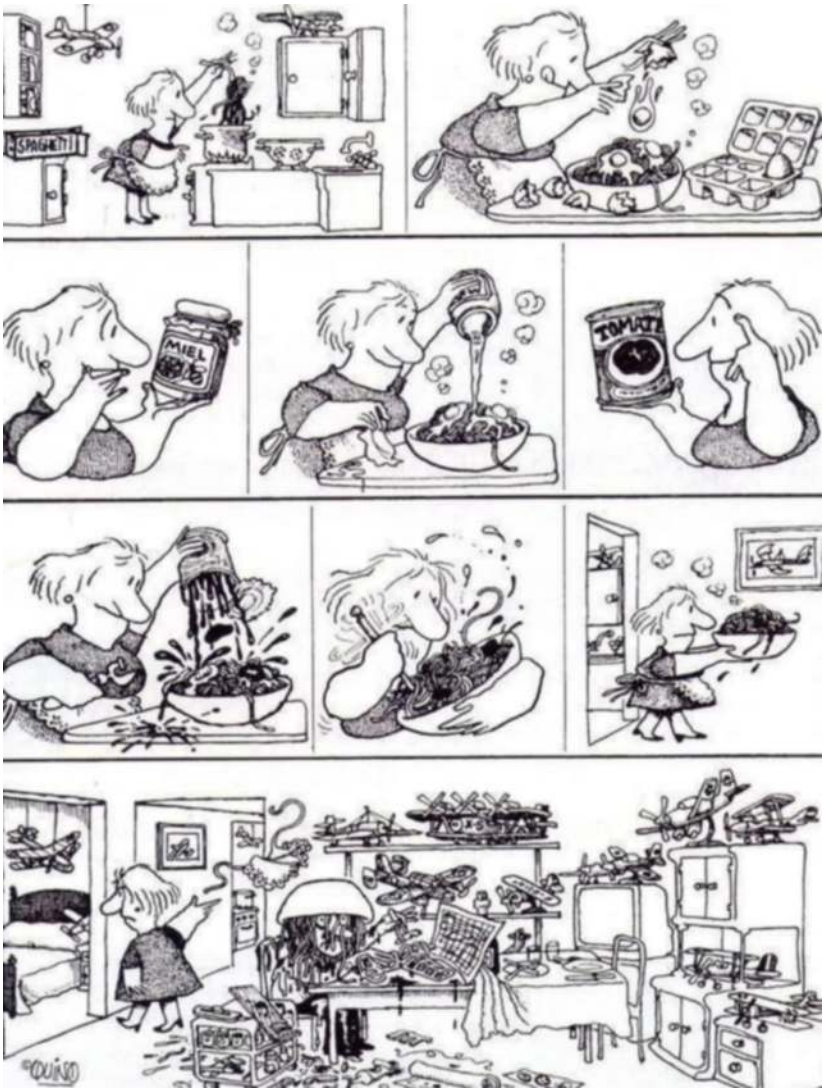


Over the years I've suggested others may like to read your aeromodelling story from the very beginning. We all have a story to tell and some may even have photos from their early years. To date, response has been reasonable, for a small club. All the same, only six have sent a profile to me and the last one was years ago (Adrian Bryant, Allen Thomas, Des Slattery, John Lewis, Ron Munden and I have sent in profiles).

So I'll ask again – it would be wonderful if I could get a few more responding to this request. We have a diversity of skilful and colourful modellers and your stories would be very entertaining. Once you start you might even enjoy the experience, and we would also enjoy learning how you made it through the early years .

How about it?

JOKES PAGE





I see people my age out there climbing mountains and zip lining and here I am feeling good about myself because I got my leg through my underwear without losing my balance.

My friend writes songs about sewing machines. He's a Singer songwriter. Or sew it seams.

INTERESTED IN TIME TRAVEL?

Meet Here Last Thursday, 7pm

The man who invented autocorrect, should burn in hello.

How do you milk sheep?

Bring out a new iPhone and charge $1000 for it.

I DON'T MEAN TO INTERRUPT PEOPLE I JUST RANDOMLY REMEMBER THINGS & GET REALLY EXCITED

Don't bother walking a mile in my shoes, that would be boring. Spend 30 seconds in my head, that'll freak you right out.

To get rid of unwanted junk during the holidays ...

Put it in an Amazon box and leave it on the porch.

I'M BORED.
I THINK I'LL GO TO THE MALL, FIND A GREAT PARKING SPOT AND SIT IN MY CAR WITH THE REVERSE LIGHTS ON.

We always get each other ironic gifts, but my brother killed it this year.



If you answer the phone with "Hello, you're on the air!" most telemarketers will quickly hang up...



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		11th -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 (5 rounds, R1 240 secs)	Dalby
	🏆	Sun 16th	8-1pm	F1B State Champs (5 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
	F	Sun 11th	8-1pm	Club **power model** fun & testing day including E36	Coominya
	🏆	Sun 25th	8-1pm	Scale, HLG & CLG State Champs	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 3 as at 15 March 2021

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