The magazine for all those who love Free Flight

THE BFFS DIGEST

December 2021



Merry Christmas

In this issue:

- E36 State Champs
- Club and Testing Days
- Scale St Chs, Mini Power & QDP
- Open Rubber State Champs
- Indoor P18 and Peanut Scale
- Construction Corner
- NEW 2022 Flying Calendar



It's still there, so please take care!

COVER PAGE:

Ben Lewis launches his own design E36, model No 2 in a line of 3, all of which will or have been winners. Annika flew an earlier model of Ben's and did very well. The photo was taken during the Queensland E36 State Championships. Ben won it for the second year in succession.

PRESIDENT'S REPORT



Looking back 2021 had its challenges, as did 2020, with lockdowns and at times adverse weather causing postponements and in some cases cancellations to some of our events. Consequently our numbers were down in many events although E36 continues to be well supported and it was nice to see Annika flying in this event recently. In 2020 we only had one Indoor day however we managed to run all our planned Indoor events this year.

I thought this year's Christmas party was perhaps the best ever. This was largely due to Dale's organisational skills, arriving with numerous cooler containers full of prepared food as well as numerous chocolates for the club event prizes.

Sadly, Dale will not be able to continue in her capacity next year after recently selling her house and will be moving away. Dale has been supporting BFFS and Free Flight for as long as I can remember (over 50 years). She was the MAAQ Free Flight Administrator when we flew at Beaudesert and later the MAAQ Secretary. Dale has been our BFFS Treasurer for 17 years and has made an enormous contribution to the club, initiating "Dale's Fun Days" which continue to be a favourite day on our calendar. I would like to take this opportunity to thank Dale, as I am sure we all do, and wish her and William all the best. Hopefully we will continue to see both William and Dale from time to time.

Both Ron and Sheila have provided a wonderful venue for our Christmas parties for the last 3 years. Apart from setting up tarpaulins and acquiring extra seating, last minute problems like bushfires or flooding have occurred at the last moment, and Ron has overcome them. Regardless of these last minute problems Ron and Sheila have provided a comfortable and enjoyable venue. Like William and Dale, Ron and Sheila may be relocating in the near future and may be unable to provide our Christmas party venue so once again a big thank you to Ron and Sheila and their two daughters for their generosity from all the club members.

FEATURED IN THIS ISSUE:

President's Report 2
Secretary's Report 3
Letters to/from The Editor 3
Photo tribute to Adrian Bryant.....4
OUTDOOR competition reports.....5
INDOOR competition reports.....22
E36 timeline.....26
Recipe for a long flight.....27
Construction Corner.....28
BFFS Christmas Party.....32
BFFS Spy.....36
Jokes Page.....37
2022 Calendar.....38

Our Free Flight community is a small close knit group and in many ways like a close family so it was sad to hear of Adrian's passing recently.

Hopefully next year will provide us with good weather and a reduction in COVID restrictions. I look forward to catching up with everyone early next year.

Merry Christmas to all,
John Lewis

VALE ADRIAN BRYANT



Australian aeromodelling lost one of its true characters on the 4 December, when Adrian Bryant passed away after a long illness.

Born November 1930, he was 91.

A comprehensive tribute to Adrian will appear in "*Free Flight Down Under*" in late February.

Adrian was a true Old School aeromodeller. I returned to free flight in 1997 but it wasn't long before I became aware of the okka chap in the Akubra hat and stockman's clothes flying predominantly vintage rubber models. Adrian carried a long-handled axe in the back of his ute to free any models that landed in trees.

He attended most competitions on the east coast and was a regular flyer at our Coominya field. Adrian lived just over the NSW border in Uki and later Elanora Heights, with his daughter Joanne. When he could no longer drive he was grateful to Graham Maynard who drove him to a number of AFFS Champs. Albert Fathers became his next driver on the roads to competitions held at Narrandera and West Wyalong along with many trips to our Coominya field. They travelled thousands of kilometres together.

Adrian had a dream he fulfilled in 1951 when he went to Finland for the World Champs, working in Henty J Nicholls' big store in London along the way. He also fulfilled another dream for Australian flyers when he and his late wife Jo purchased a West Wyalong farm property that has become the centrepiece of Australian aeromodelling. The AB Field, as it is now known, plays host to free flight, control line and radio control competitions.

The Brisbane Free Flight Society offers its sincere condolences to Joanne and her family.

Malcolm Campbell, Secretary BFFS Inc

SECRETARY'S REPORT

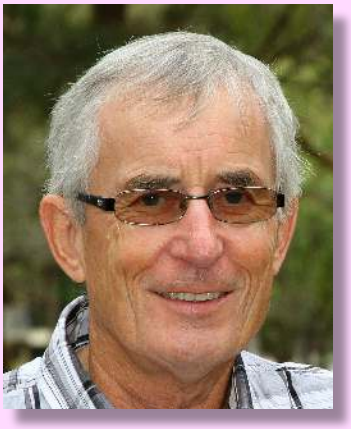
The final edition of the BFFS Digest is full of interesting items thanks mainly to John Lewis who found time to write the flying reports and send some photos. With COVID restrictions and some postponements I think we still flew more often than the rest of Australian free flighters.

But we did get one big upset - with the tilling of the soil with feed grass to be grown there. This grass will grow waist high, and that doesn't sound good, does it? Ironically, only half the field was to be ploughed but the lot was done instead. Fortunately, we can drive around the edges and where the old plough used to be seems to be the best spot to fly from.

E36 continues to grow in our club and it was great to see three generations of the Lewis family flying. Kathy and I are another team that loves this class. Ben Lewis is the one to watch and I am sure several in our club are watching him closely.

Indoor also seems to be growing and we have many building new models for next year.

So Christmas 2021 is here and it seems COVID is getting pushed out of our lives. I wish you a Happy, Healthy and Safe New year and I sincerely hope 2022 is better year for us all.



Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

Thanks Malcolm, nice edition. We appreciate your editing work very much! By the way: excellent joke selection! Kind regards, Leo Reynders (Belgium)

Thanks Malcolm Much appreciated
Kevin Barnes (NZ)

Hi Malcolm, thank you once more for all these wonderful colour pictures. With the lock down, they keep us dreaming on, whatever happens... We are not very lucky in France; at the moment we can start again with contests, the weather is terribly bad (wind and rain) and only a few people dared to fly during the French championships. Lot of models broken! Personally, I did not. All my best.
Frederic Nikitenko (France)

Once more, we thoroughly enjoyed your great efforts Malcolm, a most enjoyable read. How do the free flight readers react to my sometimes non-free flight photos? You certainly added them in legion today. They looked particularly good, much better than when I look at them in my own files, I reckon you position them in a very artistic way Malcolm, so thank you for sharing them with all to read, it makes me very proud. I have to say that your compendium of news, photos and jokes in the newsletter keeps on exceeding any other publication of its type. Well done Malcolm, you really are a good egg. All the best and thank you for another seriously great read.
Cheers, John and Kath French

Malcolm, just read your BFFS; it is a beauty. I did not know Kathy had nine E36s. A fine builder and flyer! I really like that Fike model. Do you have a plan or where did you get the plan from? You could enter for P30. 007 (T Bond)

ED: Terry, Kathy has extraordinary juggling skills, getting all 9 started and then launching them. Des tried it with 4 Power model in this edition, and came unstuck!

Just read the September BFFS newsletter. Yes Malcolm, your ability to keep producing current and historical topics with titillating (can one say that now days?) photography is on par with the best of the best maturing wine. You just keep us spellbound, Len Surtees, Tin Can Bay, QLD.

Great read as always 👍 Thanks. Too quick off the presses for contribution this time, but I should have a variety of stuff for the next one!
Ben Lewis

A great read as usual! I really enjoyed that fascinating article by Ray Fairfield: What an adventurous life with that mixture of modelling and full-size aviation spread over many lands. As so many of us say: "Those we're the days." How does one match that story? Mike Pettigrew.

ED: I agree entirely Mike. That two part story by Ray Fairfield is a "MUST READ" article for us all. Refer to the June & September 2020 Digests.

Thanks for keeping me on the Digest mail out list, much appreciated 👍 Once again a fantastic read that I really look forward to each month as, although I am no longer in Qld, I still like to keep up to date with happenings there and old friends. John Taylor (WA)

Remembering Adrian Bryant

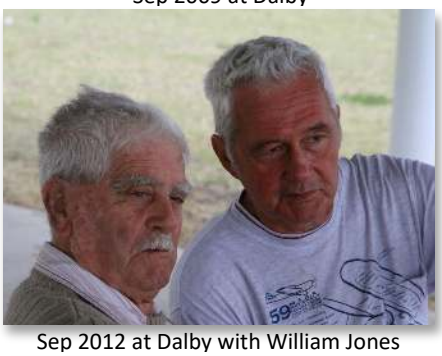

Sep 2007 Coominya, with Alan Shinfield


Jun 2009 Maryborough, with Terry & Des

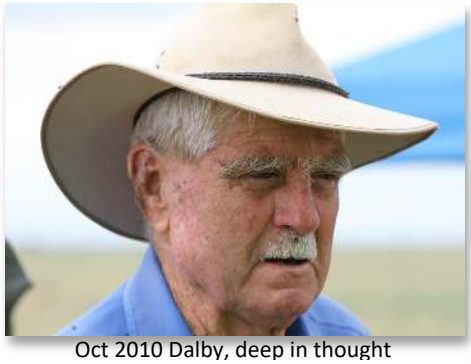

Sep 2009 at Dalby


Nov 2009 Coominya, with Albert Fathers


Jan 2010, Queenslanders at Springhurst Nats


Sep 2012 at Dalby with William Jones


Oct 2010 Dalby, with Des Slattery


Oct 2010 Dalby, deep in thought


Jan 2011 at 64th Nats at Dalby


Oct 2014 Coominya, with Albert Fathers


Nov 2011 with Jo & Kathy, BFFS Xmas Party


Jun 2013 at Coominya with Allen Thomas


Oct 2017 Coominya, with Albert Fathers timing


Nov 2015 with Joanne timing


May 2010 at Dalby

Scale State Champs, BFFS Power and Queensland Diesel Power

Coominya 15 August 2021



A surprise awaited us on arrival at the Coominya field – the entry to the field had been improved. Little did we know this was to be Stage One.

Report by John Lewis and and photos by Malcolm Campbell

A surprise awaited us on arrival at the Coominya field – the entry to the field had been improved. No longer do we have to negotiate Dale's bridge; Jesse has removed the concrete structure and bulldozed the land flat making entry much easier. I only hope the grass regrows quickly or we may have some exciting arrivals and departures after heavy rain. And the big rusty plough in the eastern corner has gone – I wonder whether it was dumped or sold for tidy sum as a farm relic? *Postscript: Little did we know this was to be Stage One.*

Scale State Championships

On a perfect day for Scale, only three entered. Des Slattery with his silver Avro 560 was first away with a high flight that stayed in the top paddock but tested the judge's eyesight. The climb out and glide were quite good. Now Des is a power man and reasoned that there was not enough fuel and not enough revs so his second flight was a beauty. Scale rules don't reward for aerobatics. If they did, Des would have been a certain winner because he threw in rolls, loops and even inverted flight. Everyone stopped to watch the antics until it became hard to see. Eventually the motor stopped and it glided so well and realistically it gave cause for fear that it could catch a thermal. But it landed beautifully and the only damage it received was a broken prop when Des hand-launched it back over the fence!

Malcolm Campbell's Piper Cub was underpowered on his first two attempts but then, with the revs set right, it cruised around at a decent (low) height to give the judge an easier time than Des did. His second flight was marginally better with a realistic right then left climb out, a decent glide and an upright landing.

Kathy Burford flew the big Fike rubber model and there was concern she wouldn't be able to hand-launch it with its broad fuselage. Still she persevered. Her first launch was steeply upwards, the Fike recovered, skimmed the ground, started a touch



Des's Avro 560 had a wild flight, as we expect from Des



Malcolm's ageing Cub flew well as usual


Cruising by Kathy's Fike was majestic in the air


Des's reliable Limey


Kath could barely hang on to it


Well, it was a handful


Peter Nash improved during the day

and go but there was not enough turns. Her second flight, with 25% more turns, was launched flat and flew a gloriously slow left hand circuit at about 15 feet, coming in for a perfect touch down with no bounce and taxied to a stop. There's nothing like a large lightly loaded rubber model on a calm day.

Actually, the scores were close. Des's and Kathy's models scored lower on Static although the Fike was a surprise being marginally ahead of Des's Avro, with the Piper Cub well clear. The Fike had it in the bag for flying because of its impressive flight path, but Des nearly caught up to the Cub's flying score because of his adventurous fuel load and willingness to crank up the power.

BFFS Mini Power

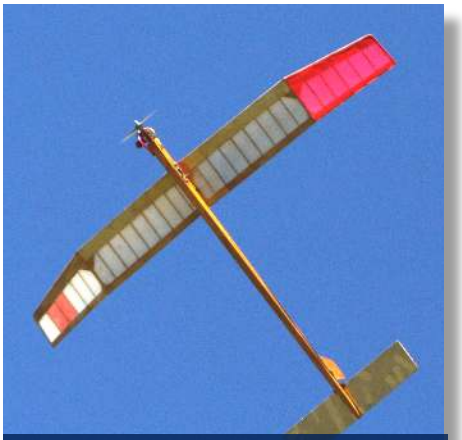
There were three entered for what could have been a close contest. Peter Nash had his tried and proven OD Panache and John Lewis's OD Purple Haze was also a frequent winner. Up against them was our 88 year old veteran Des Slattery flying a less technical but very effective Cox 051 powered Limey. Peter was testing during the Scale event and his model looked good while Des and John were tied up, respectively flying and judging Scale.

With a wind change we relocated to the north-east


John's ageing Purple Haze needed some work

SCALE RESULTS:

Name	Aircraft	Static points	Flying points	Total
Malcolm Campbell	Piper Cub	758.5	599.0	1357.5
Kathy Burford	Fike E	692.0	637.0	1329.0
Des Slattery	Avro 506	677.0	584.5	1261.5


Peter's lightweight model flew well


Des dismantled the Texas Zephyr


Looks like some repairs are due


Guess I should throw that glue out?


And John's Purple Haze played up

corner of the field. Des and John paved the way with maxes but Peter fell short. All flyers experienced motor troubles that were resolved suggesting more thorough checks are needed before annual outings. John had work to do on both timer and engine/fuel tank, and also gummed up rudder screws.

Graham's unsuccessful testing of his models meant he did not put in a flight and he went home with some repairs to do. Pete continued to trim improving in all three flights to deservedly win, but Des and John went backwards.

Des had the most spectacular flight, with an overrun from his AME 061 powered Texas Zephyr, the model flying flat and fast with extreme wing flutter causing the wing to explode terminating the flight in spectacular fashion. Although the bits landed amongst the cows, Des could still smile about it!



Looks like Graham DT' ed early

BFFS MINI POWER RESULTS

Name	Flight 1	Flight 1	Flight 1	Total
Peter Nash	86	113	120	319
John Lewis	120	43	44	207
Des Slattery	120	24	39	183

QDP

Des's trusty Elfin 149 powered Stomper let him down. Motor troubles caused a model swap to another Stomper that was no better. John's OD Slytherin sounded great before launch but the trim was out and the climb was heart stopping. His second flight was marginally better but the climb wasn't. The straight glide took him a long way away into the next paddock. Things improved by his final flight but he fell 4 seconds short. Malcolm got good air in his first flight to DT while still climbing. A combination of a badly tuned motor and dead air had him down very quickly in his second flight. He made up in his final flight, launching with a sweet sounding motor and good air,


Des's Stompers both needed some work


John's Slytherin misbehaved


Archive photo of me and my Dixielander

recording the highest flight of the day when the DT went off, to give him the win by a scant 2 seconds from John Lewis.

Len Surtees was seen testing his STING MkII prototype for hours and producing some good flights. Mark Armour's big ultra light coupe floated skywards on many occasions. He tells me he has two further high aspect ratio models.


Len testing a new HLG


Mark put up many flights

QUEENSLAND DIESEL POWER (QDP)

Name	Flight 1	Flight 1	Flight 1	Total
Malcolm Campbell	120	41	120	281
John Lewis	70	93	116	279
Des Slattery	20	65	-	85

QUEENSLAND E36 STATE CHAMPIONSHIPS

Coominya 25 August 2021

Report and Photos by Malcolm Campbell and John Lewis


Annika launches like father Ben

Traditionally August is our windiest month but this year we have had probably the best August weather with pleasant temperatures and light and variable winds that never exceeded 2 m/sec. Sunday provided the perfect opportunity to run our most popular Free Flight class and a reminder of why we enjoy Free Flight. Nine club members flew. Most were keen to get started in the ideal conditions with half the entrants on the field well before 8 am. So, with the minimal preparation required for E36, there were soon a number of short test flights in progress.

The wind direction (what there was of it) constantly changed throughout the day however the starting line location near where the old rusting plough used to be provided good recovery options in all directions. Even the cows kept a respectable distance for most of the day, only wandering past to get a closer look at the end of our flying session.

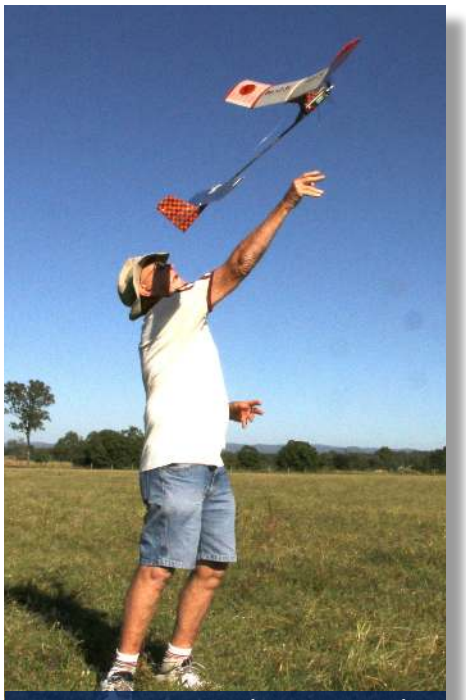
Peter Nash was first to record an official score and was fancied to do


Annika's model tracked true


Next year for Peter


Malcolm lost out to the magpies


Benny and his model both airborne


Des and his Lime E (archive photo)


Kathy plans to do better next year

well after some impressive test flights after the power events the week before and also before the day's event started. Disappointedly however, after gaining impressive height on the climb, Peter's model developed a stall to end his winning aspirations, although his model was in trim by the end of the day when he recorded two maxes. Kathy Burford's test flights were also impressive and she went on to show the boys how it was done to record the first max of the day quickly followed by John Lewis, Des Slattery, Malcolm Campbell and Ben Lewis all recording maxes.

Annika Lewis's first flight suffered from a poor transition and although the model glided well the lack of initial height resulted in a sub max. Ron Munden had a short motor run but he still recorded a respectable score. Ron enjoyed the day recording four flights including a max so it was probably his best score in any E36 event he's competed in. Albert Fathers was less fortunate having his recently built and still untrimmed model carve off left towards the top of the climb resulting in a near vertical crash that ended his E36 flying for the day. He then moved off to one side to test one of his M & K F1As.

Five maxed their first flights but, by the end of the second flights, only Ben and Malcolm were clean with Des and Annika following. Des suffered motor troubles with an intermittent "miss" (a loose connection?) from his motor that robbed him of height although the



Albert only had one flight, a short one


Ron Munden put up 4 flights, and one was a max


Hunting for magpies


John only dropped one flight

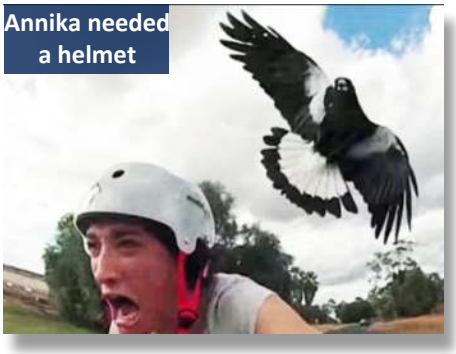

No, it wasn't a cattle auction!

Limey's superb glide rewarded him with good scores. Kathy had some launch issues and Malcolm wasn't quick enough with the RDT in her third flight to save her best model so she finished the day flying her 1806N powered Apache. Perhaps the lift improved later in the morning or perhaps the models were better trimmed with five 3rd flight maxes and two other scores only a few seconds short. Peter was still having stalling issues recording the lowest 3rd flight score. So by the end of the 3rd flights Ben and Malcolm remained clean with Des 5 seconds ahead of Annika.

In the final two flights, the lift appeared to be in small patches so, as the day wore on, uppers and downers were more effective resulting in some impressive flights and a few low scores. Peter, Malcolm and the three generations of Team Lewis all maxed their 4th flight. Annika's model landed near (Graham's) tree where a magpie family had once again taken up residence. Annika discovered the advantages of wearing a hat although one of the aggressive birds still drew blood on her head. The order changed by the fourth flights with Ben and Malcolm still clean, and John and Annika forging ahead of Des to be equal third.

Ron missed his last flight as he felt a little unwell. Peter, Malcolm, Ben and John all finished on a high. After a good start Kathy's last two flights found poor air to place her uncharacteristically down the list. Annika surrendered her 3rd place when she dropped her last flight and Grandpa maxed. So, after five flights, only Ben and Malcolm were in the fly-off.

Flying in a ten minute window with the power runs reduced from 10 to 5 seconds was to be a good test of model performance. Ben managed to dislodge his battery, crashing without damage, so he had to fly again. Both models caught helpful air with Ben's


Annika needed a helmet


FO #1, and the battery (circled), fell out

marginally higher. As the models approached the "danger zone" (Graham's tree) Malcolm's model was closest to the magpie habitant and survived a few concerted attempts to bring it down, surviving the attack to max.

Ben caught the better of the air on his second fly-off flight gaining good height clear of the magpie tree. Malcolm appeared to be on the edge



Ben and Malcolm walk back from near the magpie tree

and that caused his model to wander off, reluctant to circle. Once again his model flew into magpie airspace. Well, that bird had had enough of us and our model planes by then and decided to get serious. It went into a frenzied attack leaving Malcolm's model with a range of battle scars and torn tissue top and bottom but more disappointedly a sub max score (Kathy clocked it off as it flew over the ridge) while Ben DT'ed from a very good height to win the E36 State Champs for the second year running.

Ben had a new model ready for flying on the day but had to resort to his Nu Skool design he used last year. It will be interesting to see if Ben's new model performs as well as his current design. He even showed off the full carbon fuse he's using to build yet another E36. This one is beautifully finished with everything hidden from sight and rumor has it Ben is giving Annika a better model for the next E36 comp! It was good to see Ben's daughter come to our flying day and compete, making three generations of the Lewis clan at Coominya, something last seen at Indoor.

Sunday certainly was a great day for Free Flight fun in the sun.



WINNERS: 2. Malcolm Campbell 1. Ben Lewis 3. John Lewis

E36 RESULTS

Name	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Fly off 1	Fly off 2	Total
Ben Lewis	120	120	120	120	120	120	120	840
Malcolm Campbell	120	120	120	120	120	120	88	808
John Lewis	120	90	120	120	120			570
Annika Lewis	94	120	116	120	104			554
Des Slattery	120	98	117	90	113			538
Peter Nash	72	95	83	120	120			490
Kathy Burford	120	82	120	58	78			458
Ron Munden	89	76	120	55	-			340
Albert Fathers	Crashed before the event started							

Open Rubber and P30 State Champs

Coominya 12 September 2021



Report and photos by John Lewis

Most of our flying field had been aerated a week before with corrugations creating a more difficult surface to walk on. It is hoped that after some rain, it will even out a bit. We were able to drive and park on the unaffected perimeter strip which due to the prevailing wind early on the day positioned us next to the fence adjacent to the Seven Mile Lagoon paddock. This position is close to trees and neighbouring properties but was the logical choice at the time.

Unfortunately, as has often happened before, the wind direction was variable and had changed, heading more towards the road before we started flying. As a result we decided to drop the max time to 2 minutes.

Des' first flight flew parallel to the fence line close to Kay's neighbouring property. Des didn't seem over-concerned about the direction his model was heading as he revealed he had forgotten to set the timer. As is often the case this resulted in the model finding good air. After about 10 minutes Des' model was almost down (only about 20 feet from the ground and clearly visible just over the road) when it caught some more lift. After reaching similar height to the initial climb, it slowly started descending again and finally landed after a 20-minute flight. Ron went with Des and with the help of his tracker Des finally retrieved his model. After a very long walk of 2+ km each way, Des and Ron retired for the day.

Malcolm's first flight looked safe initially staying overhead during the climb but the wind direction then changed taking Malcolm's model over the fence towards the lake and nearby trees. After a few near misses Malcolm's model manage to land near the top of one of the trees and after some effort with Len's long Cat A Indoor pole the model was successfully recovered.

John was already feeling nervous about the location after having his open rubber model struck in the top of a nearby gum tree a few years ago. Still, he decided to chance it with the wind direction again heading towards the road. Fortunately, John maxed and landed just inside our paddock but fairly close to the fence line and near that dreaded gum tree. Malcolm's second flight went in the opposite direction away from the road but through the trees in the lower



Malcolm launches with a tired motor



Des gets ready for a long walk



Len Surtees' Cat A pole came in handy



Drone Boy catches Malcolm near the end of a long retrieve

corner of our paddock again, narrowly missing several of them as it meandered around with a worn-out motor. It failed to gain any decent height and sub maxed landing in the adjacent paddock.

John had already broken a CLG model at the start of the day and his usual Open Rubber model was out of action when he discovered the DT line was broken when setting up. It was one of those days when it was better to keep the fly-off model grounded so he decided not to continue.

Malcolm did a very rough stab repair and completed his last flight with an impressive max, but there were some worrying moments as the model narrowly missed the top of the tall trees at the bottom of the paddock as it climbed away. The wind speed after being light and variable for the early part of the day had picked up substantially resulting in the model being found upside down in the paddock with the wing broken at the dihedral joint and the quick stab repairs also the worst for wear. It seems the wind had turned the model upside down after landing causing the damage resulting in poor tracker reception. It was a 3 km round trip in pretty warm conditions,

With the deteriorating conditions, the close proximity of obstacles and the time of day, no one seemed interested in flying P30 so that event was abandoned.

OPEN RUBBER RESULTS:

Name	Flight 1	Flight 2	Flight 3	Total	Flight of the day tie-breaker
Malcolm Campbell	120	107	120	347	
Des Slattery	120			120	√
John Lewis	120			120	

HLG, CLG and TLG report follows these archive photos from last year, when we had grass. Please turn the page











Another day of light variable winds, ideal for HLG and CLG models. Just coming out of winter the day was a bit warmer than recent flying days. Mark was testing near the bottom of our field with his car parked under a tree and others joined him as they arrived. The initial wind direction was blowing away from the trees but as it usually happens particularly with light winds the wind direction can change unexpectedly.

Des soon discovered this with one of his HLG models caught in a tree during a test flight however a wind change appeared to dislodge the model and it fell to the ground after a few minutes. John had repaired his CLG model broken the previous weekend however, on his second test flight, the model speared in breaking the wing again. Len was getting good height and performance and started his official flights early making a couple of convincing maxes.

Malcolm and Kathy's models were uncharacteristically out of trim and so they held off preferring to sort out their problems before recording any flights. John tried his reserve CLG model which had a rolling climb on his first test flight. His second test launch was better and the model pulled out at good altitude and continued circling away. Perhaps it is still circling as it flew out of sight with the DT timer appearing not to work.

Consequently he was out of models before he was able to make a score! Des began OK but his scores declined from then on finally breaking his model and not being able to make his final score.

Len's scores also declined as the air was less buoyant with patchy lift and the occasional downers as the day wore on. Both Malcolm's and Kathy's scores were down but Kathy did manage one good flight to get her into second place. It soon became obvious that Len had an unassailable lead with two maxes and another flight a few seconds short of a max. Kathy's last flight came off the top well and riding a thermal but the wind carried it into a tree with a resounding crack, sustaining a fair amount of wing damage.

John was first to record a HLG score using his Tip Launch model however he was unable to get it to perform anywhere near the test flight he made before the event. Des had no luck at all with either his Tip Launch model he used for his first two flights or the two HLG models he used for his remaining four flights.

Once again Len was out in front flying his new HLG aluminium foil model. This model has seen many hours of testing and development, and has a few battle scars. Although not achieving the results he gained with his CLG model, Len was nevertheless well in control. After a shaky start, Malcolm's Tip Launch Sweep 30 scores improved but overall well behind Len's scores.

Sadly Des lost his new E36 model on its 3rd test flight when the DT failed to operate. Malcolm, Des, Kathy and Len spent some time looking for it in the direction it was last seen flying, without success. Des received a call later in the day from the pig farmer Tony who told him he found the plane in the lower paddock that he was ploughing, so it must have drifted far to the left of the search area.

CLG results

Name	1	2	3	4	5	6	Best of 3
Len Surtees	60	60	49	56	34	44	176
Kathy Burford	16	19	44	13	3	4	79
Malcolm Campbell	25	22	18	26	19	19	73
Des Slattery	23	10	5	9	5	-	42

HLG results

Name	1	2	3	4	5	6	Best of 3
Len Surtees	19	32	27	13	42	23	101
Malcolm Campbell	7	8	19	11	13	35	67
John Lewis	4	18	18	18	22	12	58
Des Slattery	3	3	3	3	3	3	9

Club Trimming, Sports models & Limited RC

Coominya 26 September 2021



Mark Armour trudges back across the rough field

Report and photos by John Lewis

The wind forecast indicated flyable conditions but not ideal. As a result we only had a small number who were prepared to chance it. Mark had already relocated by 8 am when we arrived and was now operating from the corner where the old rusty machinery once was.

This is probably the best area to fly at the moment being away from trees and having a small area of uncultivated ground to fly from. There was a light constant breeze blowing but not enough to stop Mark testing his lightweight models, although the air was a bit turbulent.

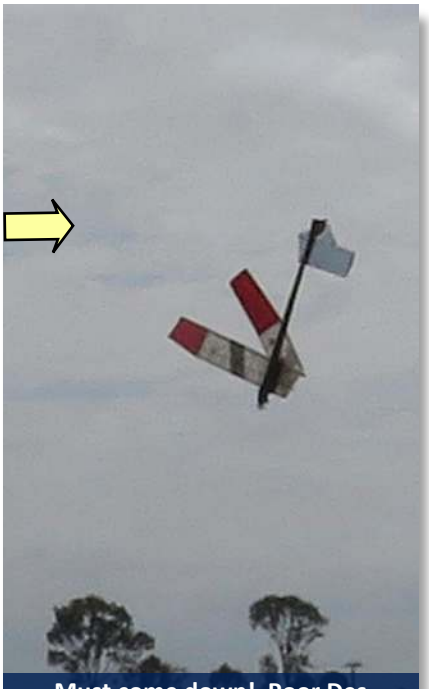
Mati had his RC electric Tomboy, now fitted with an undercarriage, which flew nicely. Des's son Peter had an RC assist Pushy Cat that ROG'd and flew well. Peter also flew another RC converted Free Flight model that appeared to have a Cox Baby Bee up front. As it turned out Peter had used a 3D printer to create the dummy Cox crankcase and cylinder head with a small electric motor bolted to the front of the crankcase!

Both John and Des were keen to re-trim their FF power models. Des was in the air first and his model was climbing well when the wings and stab both folded, causing the model to descend rapidly like a wounded animal. John was more fortunate having a couple of flights with his Purple Haze however the second flight flew close to Graham's tree and was greeted by some angry Magpies. John was a bit apprehensive about walking near the tree and elected to drive his HRV to the spot, along the furrows. All went well and he retrieved his model but wouldn't recommend driving on that surface with a conventional car.

The wind increased a little and, with the difficult walking surface, RC models seemed a better option. John and Des both flew their electric RC assist Playboys while Mati after



What goes up.....



Must come down! Poor Des.


Des's park flyer


Peter's park flyer


John's electric Playboy


Peter's clever electric motor


Peter's electric Push-E Cat


Father and son having fun flying together. Peter left and Des right.

running out of charged batteries for his Tomboy flew his motor glider. Both Des and Peter finished off the session flying their lightweight Food Wrap models with Des keen to show off their aerobatic ability. By 11 am we had had enough fun and decided to call it a day. It was a pleasant day but just starting to warm up after a longish winter.

Des collected his E36 model he had lost the previous week from the pig farmer Tony who found it. He has offered us the use of his leased property. It is adjacent to our field and is the high field at the T intersection of Banool Road. Currently the surface is better than our site but it appears to be a bit smaller, and it slopes towards the road. He has indicated his intention to plough this field in twelve months' time. Still it does offer a better option for small models while we still have access. Entrance is via an opening in the fence (gate knocked down) at the T intersection.


John tested his Purple Haze


Mati Tabur's amazing flight box


A comprehensive effort by Mati

BFFS 100 gm Coupe and A1

Coominya 17 October 2021



Kathy's Aiglet - a max in the first flight proved significant

Report and photos by John Lewis

A nice sunny day with light winds greeting us on arrival and although providing good conditions for the Coupe d'Hiver event it would prove challenging for those wishing to tow A1 gliders. Although the light winds were welcome the constantly changing direction made it difficult for towing.

John was keen to make his Coupe flights early in case the wind speed increased and was away first but after a sluggish climb failed to max his first flight. Des found better air but a premature DT saw him down well short of a max. Ron also found helpful air but gained insufficient height on his climb and was down in just over a minute. Graham had some testing to do and after some encouraging flights made his first official flight that was well below the time he was getting during testing. John made the most of the improving conditions for his remaining two flights maxing both.

Both Des and Ron failed to improve on their first flight scores however Graham's second flight was better. Unfortunately, Graham's model landed on the rough surface damaging his tailplane forcing his early retirement from the event. A quick check of the scores indicated Ron had made second spot however checking the scores at home revealed both Ron and Des had tied for second place. Mark considered flying in the event but every now and then the wind speed would pick up and as the day wore on the air became more turbulent.

As mentioned, it was not an easy day for the launchers positioning themselves downwind with the constantly changing wind direction. Kathy began her A1 flights well with a max but her scores declined with each flight after that. Both Malcolm and John made a poor start however they both made a convincing second flight max. By late morning there was more wind but less lift available with both John and Malcolm dropping their last flight leaving Kathy in first place, followed by John and Malcolm, who were 5 seconds apart.



Malcolm's Aiglet seemed overshadowed



Malcolm ready to launch for Kathy on the only piece of grass



Graham's day did not go well



A broken stab ended it

100gm Coupe Results

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	106	120	120	346
Ron Munden	73	49	67	189
Des Slattery	77	66	46	189
Graham Maynard	64	81	-	145

A1 Sailplane

Name	Flight 1	Flight 2	Flight 3	Total
Kathy Burford	120	73	40	233
John Lewis	44	120	50	214
Malcolm Campbell	26	120	63	209



Des Slattery was "nearest to the pin"



But John Lewis was the highest!

The AFFS underwent a significant change in April this year with a completely fresh committee being voted in. The outgoing committee did a wonderful job but they all felt it was time for a change. Why not join the AFFS? It's only $10 pa.

AustralianFreeFlightSocietyInc

A Special Interest Group of the Model Aircraft Association of Australia

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Application forms for AFFS membership or FFDU subscription are available from the AFFS Treasurer, Gary Goodwin.

CLUB GLIDER FUN AND TESTING DAY

Coominya 7th November 2021



Len's new TLG - it was a short-lived trimming session



Report by Malcolm Campbell, photos by Kathy Burford

With wet weather scheduled to move into the SEQ area over the week ahead, we thought we'd just squeeze in our Glider testing day. This proved correct so John Lewis, Gary Button, Len Surtees, Craig Ferguson, Kathy Burford and I gathered down in the SE corner of our field. Mark and his two boys had been on the field since sun-up testing Coupes and they remained up in the northern part of the field, just in from the gate. The rough ploughing has mellowed enough to make walking somewhat better but the field remains a No No to motor vehicles, except around the perimeter because that is still grass.

I was keen to get started, assembling my Seraph, Pink Elephant and Aiglet, towing up the two bigger gliders and checking drift first before putting in a few flights with the Aiglet. Kathy elected to keep her Aiglet in the box. Len Surtees was testing his new design glider, a revolutionary swept wing stubby nosed TLG and it looked really good.

John assembled his Seraph but elected to fly an electric RC glider first and then went on to help Craig who brought a couple of old A2s, a Pink Elephant and a Checkmate, the latter misbehaving, peeling right. Both models were trimmed for circle tow so John set some left rudder on both and towed up the Pinkey over the ploughed field. By the worried look on Craig's face, he was starting to doubt the DT. Luckily it DT'ed, coming down in the next paddock.

I put up a number of Aiglet flights (for the International Postal) but fell heavily on a tuft of grass releasing the model early. Reset to another day.

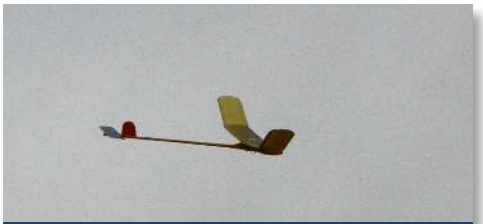
By then, Len had his new TLG trimmed out nicely when he launched it into a thermal, and up it went. He kept the model in sight for several minutes and then it disappeared. He felt the DT line may have snagged. Without a name and address tag, Len waved goodbye to his new creation.

John Lewis lost a CLG nearly 2 months ago and it was found by a farmer last week. It was in surprisingly good condition when he picked it up. So maybe Len could be lucky too?

Gary Button was performing on-field repairs to his Seraph so elected not to fly. John towed up his for Craig to see how models should tow. I suggested we get a photo of the three Seraphs, a 65 year old design. Lucky we did because I took mine up immediately afterwards and forgot I was towing a balsa A2. With a loud bang the wings folded and pieces of model fell to the ground. I think it's only a flesh wound, so I'll try and get it repaired for the Vintage Day in a weeks' time. I flew the Pinkey one more time to end on a good note. So with limited flying done, we packed up by 11 am, and the winds started to strengthen. 25mm of rain fell that night.



John's electric RC glider



Craig's old Pink Elephant



Old guys with their old Seraphs - John Lewis, Malcolm Campbell & Gary Button



Malcolm's Aiglet racked up the most flights



Only a flesh wound

COL's VINTAGE RALLY

Coominya 14th November 2021



Report by
Malcolm Campbell
Photos by John Lewis
and Kathy Burford

Des Slattery's Banshee

We finally flew Col's Vintage Rally after three postponements. Numbers were down, possibly because of the forecast breeze and the paddock condition. Actually the paddock has flattened somewhat with recent rains but it was still difficult to walk on because it was soggy underfoot. We flew from the bottom of the paddock and the uphill slog for retrievals proved a little tiring.

John Lewis and Des Slattery were in a competitive mood, respectively flying a Fat Boy and a Lim Joon. With increasing winds predicted, they got underway early with John getting the 3 mins and landing just short of the dam. Des managed 2 min 31 secs. It was agreed to fly two mins for the next flight and both landed past the dam. Kathy kindly drove up to Uber them back to the flight line where they elected not to proceed further.

John then focussed on Craig Ferguson's "de-warped" Pink Elephant. It weaved a little on tow but Craig got to see his changes were an improvement. Earlier on I was flying my Aiglet trying to get a respectable score for the International A1 postal but by the time I got up to two minutes I was launching from the lagoon paddock and nearly making the road. So I stopped flying.

I had repaired my Seraph after last week's wing damage and was anxious



The Seraph, off on its last flight



LSq/100 winners 2. Des Slattery 1. John Lewis



Gary Button discusses the Banshee setup with Des Slattery


Kathy Burford struggles with the breeze

to test the repair. And it was good. In gusty wind the model towed up true as always, and the Strem line started to stretch as I became aware of the wind strength up high. I spooled out more line and then dropped it to avoid another repair. The model stalled after the rough launch but soon settled in good air.

John watched it in binos saying it looked like coming down then reversed his decision as up it went again. Kathy and I jumped into the car, tracking it for 15 mins before the signal abruptly stopped. An extensive search on Sunday and again on Monday proved unsuccessful. A model that had served me very well for 22 years may have caught its last thermal.

While waiting for my time to launch Des and Gary Button put Des's Banshee together and Des put on a show for us. The model screwed up under power, way past the 15 sec engine run - maybe it was 30 secs but at some stage the model reversed its direction, from steep climb to steep descent. The motor did stop eventually and the DT came in folding the wing. Luckily the model ended in one piece after a rough arrival on the soft ground - well Des was happy, he'd recorded a flight!

LSq/100 RESULTS:

1. John Lewis	180	120	300
2. Des Slattery	151	118	269

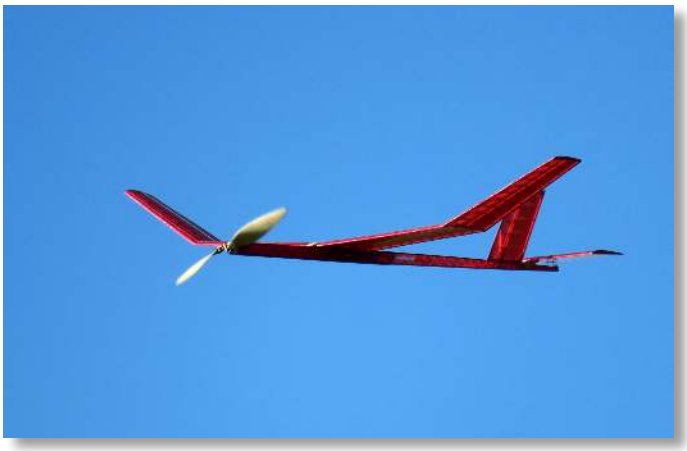

John Lewis tows up Craig's Pinky


Craig's Pink Elephant on tow


Thermalling high, Malcolm's Seraph bids a final Goodbye

BFFS RESEARCH & DEVELOPMENT DEPARTMENT

Early birds on Col's Vintage Day would have seen Mark's latest coupe being tested. Note the exceptionally large fin.





INDOOR 2021

P18 club sponsored State Champs

B S H S Hall
12 June 2021



3rd generation Lewis FF'er, Annika, flew very well

Report by John Lewis. Photos by Malcolm Campbell

P18 (originally scheduled for 3rd July) attracted more interest than usual this year with team Lewis and Malcolm all building new models for the event. Unfortunately we had a lockdown in early July and consequently the event was postponed until 18th September. In the meantime we had our traditional westerly winds in August and early September with the dry conditions playing havoc with the lightweight structures. John ended up making four new tailplanes and two wings with each one warping until finally he got them to stay straight.

We finally got the opportunity to fly and the event was well supported with a couple of spectators including Mati who hopes to fly indoor next year and Len Surtees who used the other end of the hall to trim his new indoor HLG models.

Ron Munden was first into the air to record an impressive first flight of over 100 seconds while John, Ben Annika and Malcolm were trimming their new models.
Uncharacteristically Larry was having some difficulties trying to get his model to perform. John flew next recording a flight of over two minutes and was optimistic about his chances however Ben flew soon after, edging ahead by 3 seconds. John's second flight exceeded 3 minutes putting pressure on the remaining competitors. Annika's first flight was just short of 3 minutes moving her into an early second spot. Malcolm's model made a good start of over one hundred seconds but was reaching the ceiling quickly making it hard to threaten the leaders. Larry just couldn't get his model to behave and his scores were well below his usual results.

John recorded a couple of scores over 3 minutes with his older Rafter Rider and then switched to his latest



Annika and Ben Lewis's latest weapons



Team Lewis and Mati Tabur

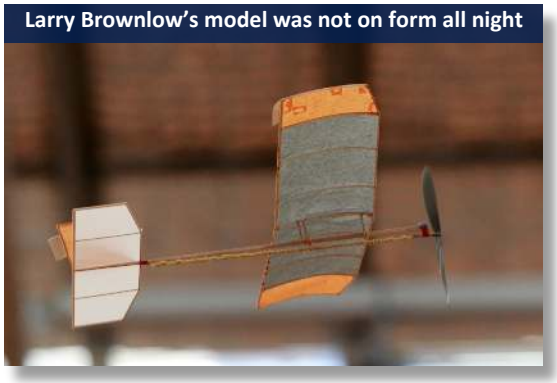
design (Rafter Rider 2) and made over 3½ minutes on his last flight. Annika had a couple of scores just short of 3 minutes but managed to crack 3 minutes on her last flight to confirm second spot. Ben was running third and had a chance to take second place with a good final score however the colder air late in the day made this difficult and Ben fell short of what was needed by a few seconds. Ron flew very well, making a couple of flights over 2 minutes to achieve 4th place. Malcolm flying for the first time after many years wasn't far behind leaving Larry in last spot. I think we can assume Larry will be back to his best next year as he usually dominates the rubber duration classes.

Results on next page.


John cruises past Ron's dead Delta Dart

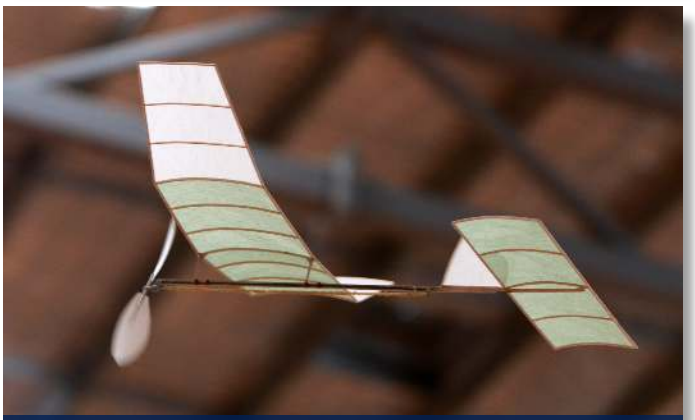


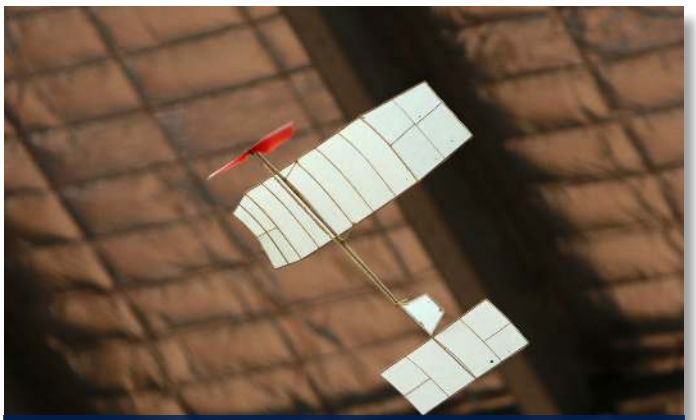
Ron's first flight ended behind the TV

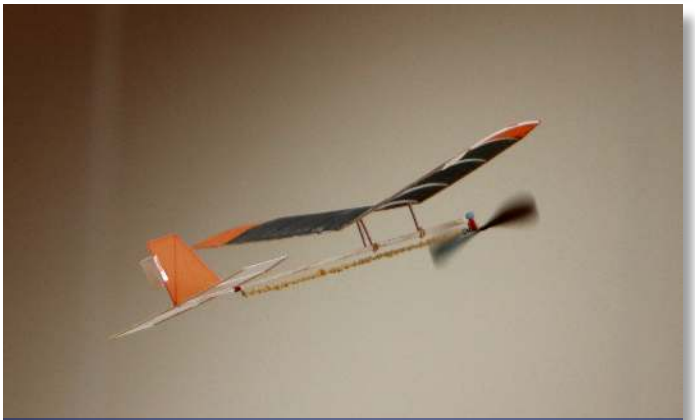

Larry Brownlow's model was not on form all night

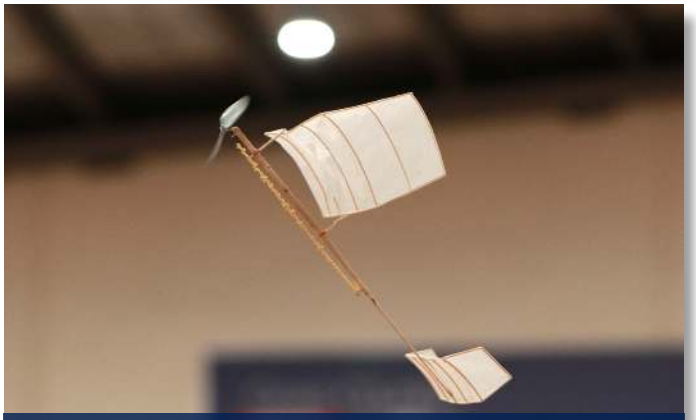

Ben Lewis's new model has a neat single post fin


It also has a minimalist structure to hold the tissue on!


John Lewis flew three models


Here's another one


Larry Brownlow will be back next year!


Ron Munden likes a fast climb (to the ceiling).



Malcolm Campbell's new P18 needed more trimming



Although it did get to chase Annika

Name	Fl 1	Fl 2	Fl 3	Fl 4	Fl 5	Fl 6	Total Best 2
John Lewis	146	194	209	167	137	221	430
Annika Lewis	171	129	175	187			362
Ben Lewis	149	165	186	122	166		351
Ron Munden	105	88	123	88	140		263
Malcolm Campbell	103	107	73	92	112		219
Larry Brownlow	55	60					115





Normally our Free Flight Indoor program is concluded by mid-year, however, as a result of lockdowns etc this year's Peanut Scale event was delayed until late November.

We had a good assortment of models even though we had a couple of our best competitors unable to attend this year. It was heartening to see a few competitors attend who we haven't seen for some time.

Unfortunately Larry Brownlow and Brian Taylor who both usually feature in the top spots were unavailable. A number of flyers had new models and struggled to get them trimmed



1st place - John Lewis's Fike



2nd place - Ben Lewis's Piper Cub



3rd place - Van Richards-Smith's Lacey

sufficiently to gain a competitive advantage.

Both John and Ben Lewis chose to fly their older models. They both recorded good flying times and gained bonus points with their models rising from the ground. Len Surtees and Ben Lewis did some HLG practice and trimming at the far end of the hall while Craig Byrne impressed with his tiny Parlor Mite that almost reached the 15 meter ceiling.

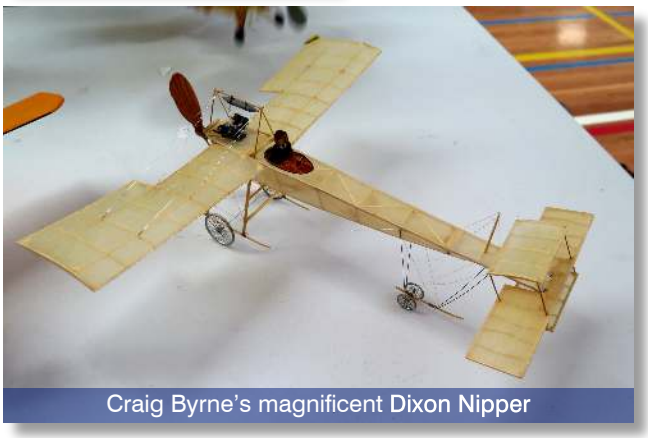
It certainly was an enjoyable Indoor session and a good way to finish this year's Free Flight program.


Ron takes a breather


Ron launches his Fike


And Van launches his Lacey


Ron Munden & Van Richards-Smith busily setting up


Craig Byrne's magnificent Dixon Nipper


Craig puts things together


Des was just happy to be there

PEANUT SCALE RESULTS

Name	Aircraft	Static Points	Best Flying time	Bonus ROG points (20sec)	⅓ Total flight including bonus points	Total
John Lewis	Fike	26.5	61	20	27.0	53.5
Ben Lewis	Piper Cub	27.0	32	20	17.3	44.3
Van Richard-Smith	Lacey	27.0	24	-	8.0	35.0
Ron Munden	Fike	21.5	27	-	9.0	30.5
Craig Byrne	Pottier	27.0	-	-	-	27.0
Des Slattery	Fike	26.5	-	-	-	26.5

E-36 TIMELINE 2015 - 2021



Feb 2015	Malcolm brings home first E-36 kit from USA				
Mar 2015	Photos of Albert's fully built OD E-36				
	Albert debuts first E-36 at Coominya Fun Fly				
May 2015	Des tests his E-36 on Scale day				
Jun 2015	Photos of John's first E-36				
Mar 2016	John's E-36 2nd to an F1G in 2 min class event				
Jun 2016	BFFS runs first E-36 club comp	3 flew	1. Albert	2. Des	3. John
Nov 2016	E-36 club event	5 flew	1. John	2. Des	3. Graham
Mar 2017	E-36 club event	5 flew	1. Albert	2. John	3. Des
Apr 2017	E-36 club event	6 flew	1. Malcolm	2. Albert	3. Des
Sep 2017	E-36 club event	6 flew	1. Malcolm	2. Des	3. Brian
Apr 2018	First E-36 Nationals event	9 flew	1. Malcolm	2. Leigh Morgan	3. Graham
Oct 2018	E-36 club event (1806N motors fill all 3 places!)	6 flew	1. Graham	2. Kathy	3. Des
Mar 2019	E-36 club event	5 flew	1. Brian	2. Malcolm	3. Kathy
Apr 2019	E-36 Nationals event	9 flew	1. Leigh Morgan	2. Kathy	3. Malcolm
Aug 2019	First Q'LD E-36 State Champs (AUS record entry)	10 flew	1. Kathy	2. Malcolm	3. Brian
Jan 2020	MaxMan USA (Two E=36 events flown) **			2. Malcolm x2	
Mar 2020	E-36 club event	5 flew	1. Malcolm	2. Kathy	3. Peter
Aug 2020	Q'LD E-36 State Champs	7 flew	1. Ben	2. Malcolm	3. Peter
Dec 2020	Club 2 m in comp (E-36 2nd and 3rd)	3 flew		2. Peter	3. John
Jun 2021	E-36 club event	4 flew	1. Peter	2. Kathy	3. Malcolm
Aug 2021	Q'LD E-36 State Champs	9 flew	1. Ben	2. Malcolm	3. John

15 EVENTS FLOWN WITH 14 BEING PURE E-36 EVENTS

# of 1st places		# of 2nd places		# of 3rdplaces	
Malcolm	4	Kathy	4	Des	3
Albert	2	Malcolm	4	John	3
John	1	Des	3	Brian	2
Graham	1	Albert	1	Malcolm	2
Brian	1	John	1	Peter	2
Leigh Morgan	1	Leigh Morgan	1	Graham	2
Kathy	1	Peter	1	Kathy	1
Peter	1				
Ben	2				

*** excluding USA events*

Overall points scored since E-36 started

Place	Name	Points	Events flown
1	Malcolm	22	10
2	Kathy	12	7
3	Des	9	5
4	Albert	8	4
4	John	8	4
5	Peter	7	5
6	Ben	6	2
7	Brian	5	3
	Leigh M	5	2
	Graham	5	2



NINE CLUB MEMBERS HAVE PLACED IN BFFS E36 EVENTS MAKING IT OUR MOST POPULAR CLASS.

Can you spot the rising star?



RECIPE FOR A LONG FLIGHT

by Malcolm Campbell

It was the last flight of the day and the predicted wind speed was getting up, but there were still occasional quiet spells. Kathy said she wouldn't bother testing her A1. I thought she should. We'd been at the field for over 2 hours testing two E36s and my A1, and all went well. Kathy wasn't fussed. Maybe it was last night's dinner party talking. So we waited and then it calmed a little – we only wanted a short flight, we both agreed on that. So up Kathy's model went from near the entry gate, in about a 2 m/sec NNW wind, coming off the top of the 50 metres quite nicely. Two rather quick right wing down circuits suggested she was in turbulent air, but the little Aiglet soon settled.

Nothing to worry about because I'd set a 28 sec DT. Why so precise? Well the DIP switches offer that as the shortest DT with Brian's electronic timer. And I wanted it down before the trees on the top field. The little Aiglet settled into an earnest climb, making full use of the available lift, as 150 g models do. Soon it became apparent that the 28 sec DT time had come and was long gone. Something was wrong.

I got back to the car and grabbed the binos as Kathy set up the yagi. The model was flying beautifully and had no intention of coming down. It was soon a spec in the sky but the yagi knew where it was. After a while the signal was faint, and then it stopped. So was it down? Well I thought it was, but why? Electronic DTs are very reliable and it was in prime air.

What could go wrong – Brian builds a fool-proof timer. If you don't turn it on, the stab won't stay down. If the battery goes flat, it DTs. The little arm that releases the line can't snag. Nothing interferes with the line's path, as it's all internal. And the DT bands are new. What could possibly go wrong? I did say it was fool-proof, didn't I? Not quite.

We drove down to the bottom edge of the top paddock and the plan was for me to walk the line for 30 mins, and then phone in. That I did with absolutely no signal at the end of a 2 km walk, so I walked back to the car, periodically sweeping the area. I really didn't feel like building a replacement model.

We decided we'd drive around to the bitumen road over Kentville way. Now Waters Road is not really a road but it's on the map and we know where it is – it's a continuation of the road down the side of Kay's place, and it extends south all the way across the paddocks we fly on, almost to the Forest Hill - Fernvale Road. This is the road I believed we had to find. So we drove out of the paddock, as if we were going home, turning right onto the Coominya Connection Road that became the Forest Hill - Fernvale Road, following the little blue dot (that was us) on the Google map displayed on Kathy's phone.

Cross-referencing to the location of our paddock, Waters Road (that terminates in Kentville) and the Seven Mile lagoon, we stopped east of the Waters Road line at Lynford. As soon as I switched on the yagi there was a strong signal. It was pointing to a broad stand of trees, with open ploughed fields between the trees and the road. I couldn't see the model so I walked the line and there it was, resting undamaged in the softly ploughed field, with the stab in the DT position. Our first stop to check for a signal was right on line and only 800 m from where it had landed! I had stopped my foot search 1 km from the model.

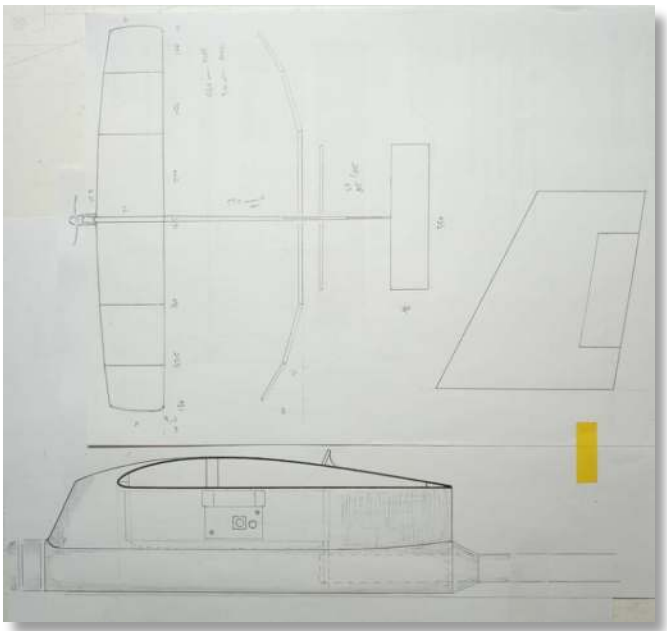
The reason for the long flight was immediately apparent. Brian's DIP switches cater for big fly-offs, and I absentmindedly left switches 3 – 6 <u>off</u> and turned switch 2 and the timer <u>on</u>, thinking "*That's 28 seconds*". Well it wasn't. A permanently etched table on the timer face tells the story. If 2 is off, that's 28 secs. But 2 was on. Now 3 = 46 secs, 4 = 87 secs, 5 = 165 secs and 6 = 327 secs, when those switches are <u>off</u>, which they were. Summing those numbers and I realise the timer was set for 625 secs. That's a 10 min 25 sec DT! I'd set the time in exactly the opposite way to achieve this foolish feat!

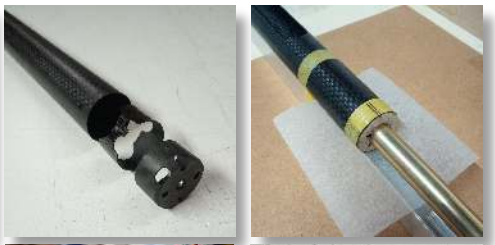
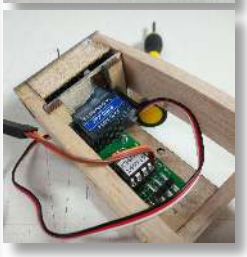
I told you it wasn't quite foolproof! And then I snapped off the last 100 mm of the fuse getting back into the car. Well, that was an easy fix and I still have a complete model ready to fly again. A happy ending to relatively easy and short (2.5 hour) retrieve. The model had flown south for only 3.25 km.



COVID CONSTRUCTION CORNER

BEN LEWIS has exploded out of the blocks with a number of high tech projects. Firstly, a state of the art E36 is ready for testing and he's also commenced a new P30, P20 and TLG, all with a carbon construction. Oh, to be young again! Here's a look at what we have to try to beat next year. Ben's new E36 truly is a magnificent creation.







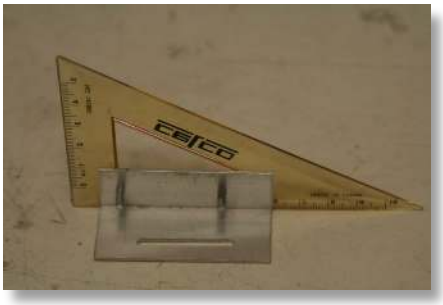


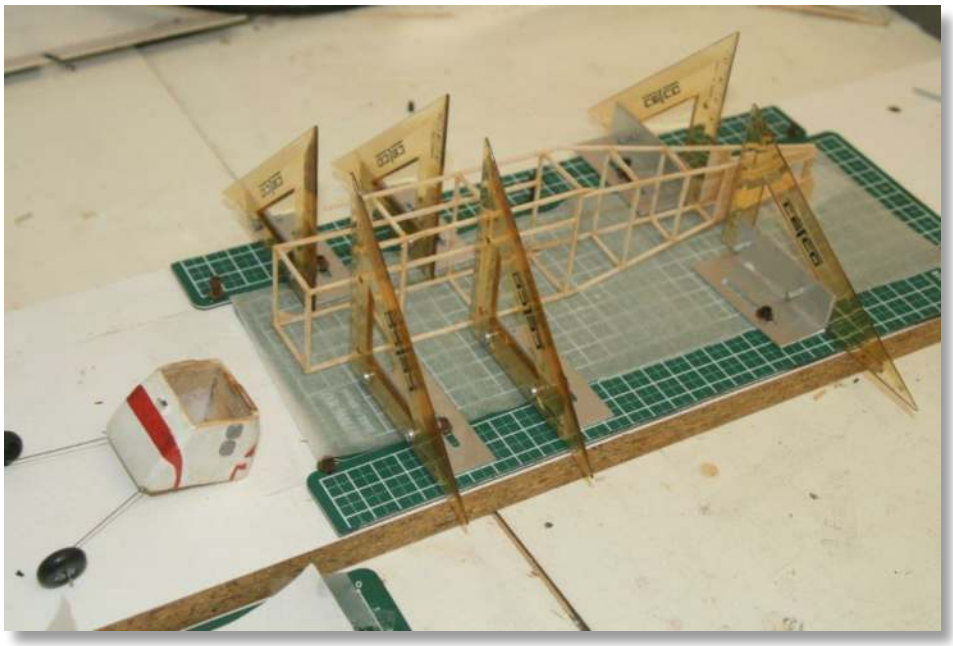


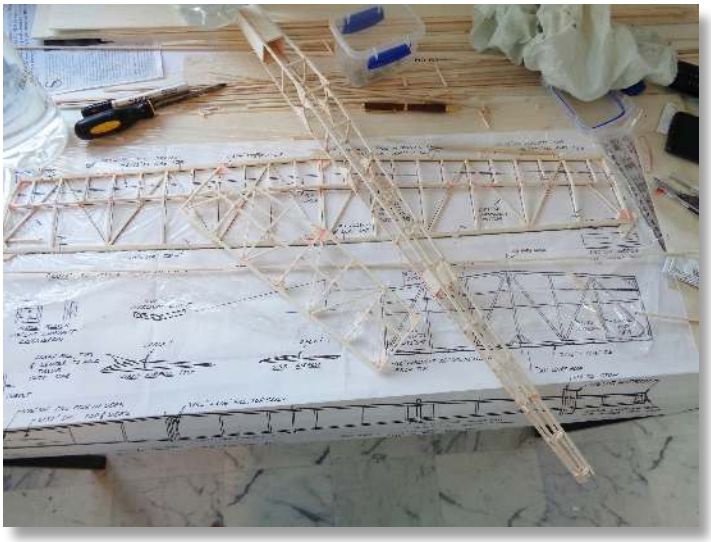


VAN RICHARDS-SMITH is refurbishing his Lacey for Peanut Scale. Van appears to have cornered the market in set squares. The photos clearly show how he's used them to set up an accurate jig for building the little planes.









JOHN LEWIS tells me **Craig Ferguson** is building a Cracked Rib Coupe. A close look will reveal where the name comes from.



JOHN LEWIS, Life Member of the Bunnings Frequent Buyers Club, tells me Gorilla Glue is worth a try. Actually Gorilla has a number of products on the shelf. I already have this one.



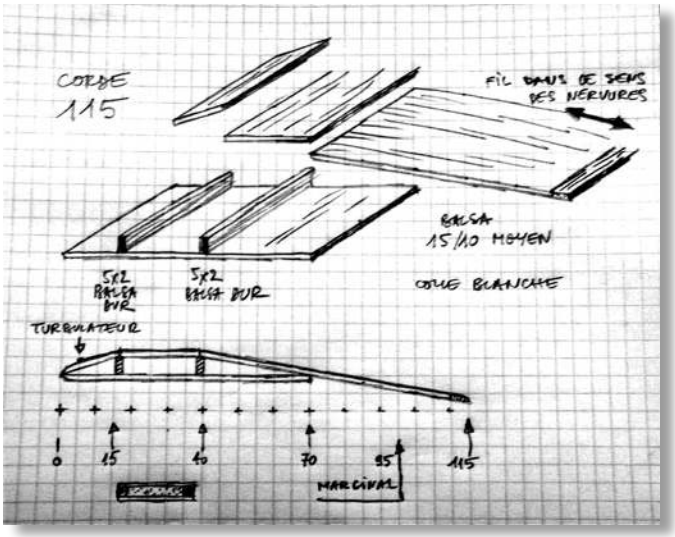




And **MARK ARMOUR** continues to develop hi-tech coupes - he now has four of varying aspect and is busy with number five. If you're at the field earlier enough, you'll see Mark's creations slowly floating across the sky as the sun comes up.







And **FREDERIC NIKITENKO** (France) sent me photos of a Jedelsky F1G

And I too have commenced a few new projects to use up the balsa wood. For those who haven't seen my workspace, these two photos clearly show there isn't much room for multiple projects.







My **Pushy Cat** was first built in July 2008. It looked great. Two weeks later it was in need of some help. Why? I think it wasn't built too straight and it crashed.

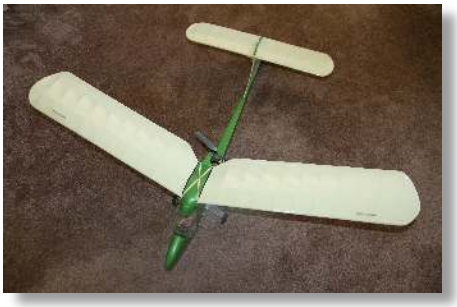
A careful rebuild was needed, and I thought it deserved a second chance, and new colour scheme.









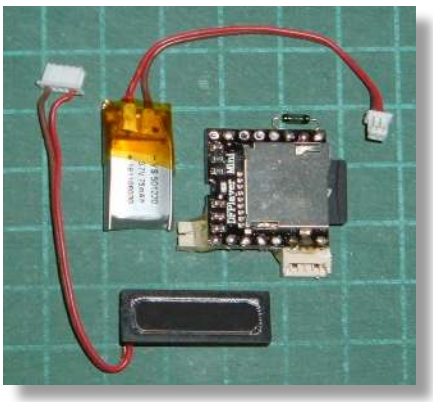








SOUNDS GOOD

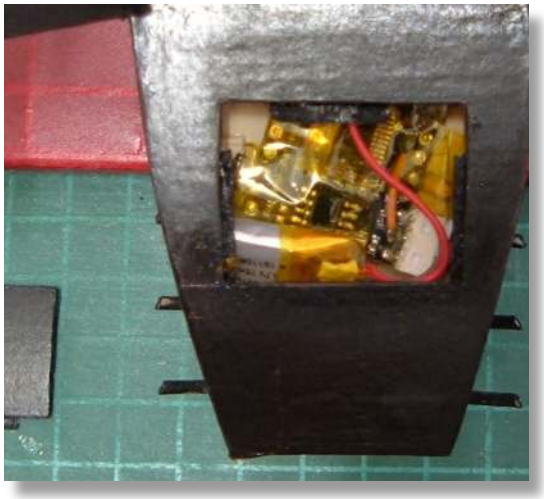


Brian Taylor has built a little aerial music player. Total weight is an amazing 7 grams. The little Reed Switch on the side of the MP3 Player module is for Start, Select and Volume.

He's using a 4Gb SD card with about one minute of sound from a Curtiss OX-5 engine!

A little bit of experimentation with the time may be required.
The Player is capable of driving a 3 watt speaker but he's using a 1 watt speaker because anything larger was just too heavy.
The speaker is mounted inside the fuselage just behind the undercarriage.

Brian says he removed 5 grams of nose weight from the Waterman Gosling so, having a net gain of only 2 grams, he didn't alter the CG. The hatch is held on by a couple of small magnets.



A snug fit inside the little Waterman Gosling

A Darkside glimpse

Who could resist a glimpse of two beautiful models from John French. A mini Lancer and a Mam'selle, both limited R/C





HLG / CLG NEWS

There are two bits of news from Len Surtees, who says:

The **HEAVE HO World Glider postal 2022** will be held over the month of April. For the first time I'm running an indoor category 1 (up to 8m ceiling height) along with the outdoor events, also open to Juniors. There are lots of STING MK 2 GLIDERS for prizes, and entry is free. For all events and rules, visit web site. stingmk2gliders.com



The all-new **32" Tip Launch Glider** prototype has proved successful and details can be viewed at web site stingmk2gliders.com This glider was first seen in public at the Brisbane Free Flight Society's field on Sunday 7th November and the comments were "*It looks like a bird"* and *"It thermals like a bird*."

Len Surtees



Brisbane Free Flight Society 2021







PERPETUAL TROPHIES



F1A - John Lewis



F1H - Ben Lewis



Scale - Malcolm Campbell



Indoor Champion - Ben Lewis



LSq/100 - - John Lewis



Col Somers Vintage - Des Slattery



Club Champion - John Lewis



Champion of Champions - Malcolm Campbell

Brisbane Free Flight Society 2021

CHRISTMAS PARTY!

INDOOR STATE CHAMPS



Indoor Delta Dart



Indoor F1L EZB



Indoor Peanut Scale



Indoor HLG



Indoor Hangar Rat

OUTDOOR STATE CHAMPS



F1H



HLG



CLG



F1G



Indoor P18 - three generations



SCALE



F1J



Open Rubber



E-36



F1A

Brisbane Free Flight Society 2021

POINTS TABLES

State Championships points

Name	F1H	O/P	F1G	F1A	HLG	CLG	Scale	E36	O/R	Total
Malcolm Campbell	4			4	4	3	5	4	5	29
John Lewis	3	4	5	5	3			3	3	26
Ben Lewis	5		4	3				5		17
Des Slattery			3		2	2	3	1	4	15
Kathy Burford	2					4	4			10
Len Surtees					5	5				10
Peter Nash		5								5
Ron Munden			2							2
Annika Lewis								2		2
Van R-Smith				1						1
Albert Fathers	1									1





Indoor points

Name	Delta D	HLG/CLG	EZB	H/Rat	P18	P/Sc	Total
Ben Lewis	3	5	4	4	3		19
John Lewis	4	2	3	3	5		17
Larry Brownlow	5		5	5			15
Annika Lewis		3			4		7
Ron Munden	2	1			2		5
Len Surtees		4					4
Malcolm Campbell				2	1		3
Van R-Smith				1			1



BFFS Club points

Name	2 min	E36	P20	Mini P	QDP	Lsq	No F	100g	A/1	Total
John Lewis	3		3	4	4	5	-	5	4	28
Des Slattery	2	2	4	3	3	4	-	4		22
Peter Nash	4	5		5			-			14
Malcolm Campbell		3			5		-		3	11
Dale Jones	5		5				-			10
Kathy Burford		4					-		5	9
Ron Munden							-	4		4
Graham Maynard							-	2		2



2021 - 2022 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
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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

DIGEST CONTRIBUTORS

John Lewis
Ben Lewis
Brian Taylor
Malcolm Campbell

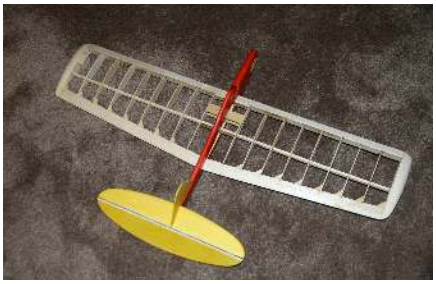
Thank you for helping

We really could do with some more contributors.

The Grey Side









Soon after I received my second COVID jab, I felt the urge to stray to the Grey Side (that's Control Line). Having only four suitable C/Line motors, I set about building a couple of models to overcome my initial dizziness which I'm pleased to say has gone away.

I'll admit that John Lewis has helped me all the way! With two motors left, there will be at least two more models to follow. But I'm not in a hurry.

One incentive to build these models is that I live only 10 minutes from the flying field, and that's wonderful.

And **John Lewis** continues to churn them out quicker than they can grow more trees! Sorry if I've missed a few John!













John Lewis has been looking for good old Plasticine for years – he couldn't find it in stores like Woolworths anymore but now he's now found a source.

SPOTLIGHT has Plasticine in their Craft section. So you can throw out your Blu Tac.
(ED: *My Blu Tac goes all gooey in my flight box, does yours?*)

And the **little pegs** are great for holding things your clumsy hands can't hold.

This surely didn't happen?



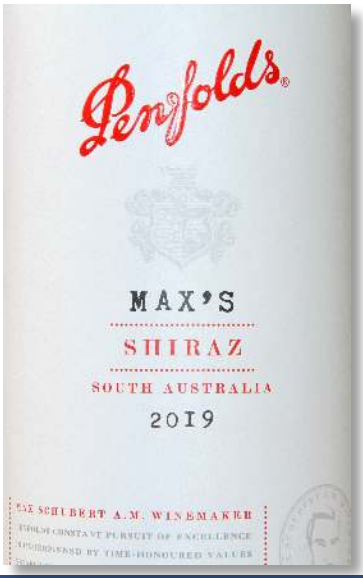
Was this John Lewis flying a Fike inverted?

And I've found this little **kitchen spice holder** on a rotating base fantastic for storing little things like pins, pegs, nuts, bolts, etc. It has 16 jars and total bench space needed is 20 cm x 20 cm.



BFFS Spy





It didn't help, but it was a nice drop!
The predecessor to this was
"Maxed Out". I kid you not.



I caught him at it, again. This really is a big one.
60 inch wingspan means acres of wing area.
Maybe he's been at the gym to get the strength to fly it.





Small stones on the field were an easy pickup for Gary.
Magnetic soil? Maybe we should be wary if storms approach?



2022 Innovation - stay tuned

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".

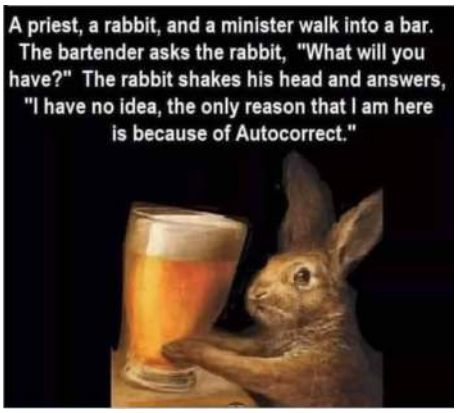


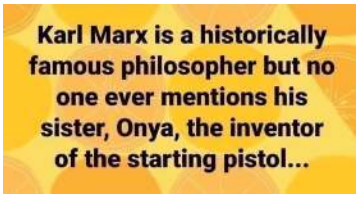
Can you help?

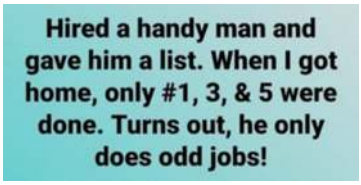
Over the years I've suggested others may like to read your aeromodelling story from the very beginning. We all have a story to tell and some may even have photos from their early years. Adrian Bryant, Allen Thomas, Des Slattery, John Lewis, Ron Munden and I have sent in profiles).

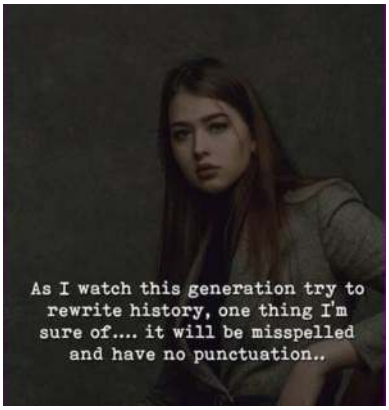
It would be wonderful if I could get a few more responding to this request. We have a diversity of skilful and colourful modellers and your stories would be very entertaining. Once you start you might even enjoy the experience, and we would also enjoy learning how you made it through the early years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

JOKES PAGE















Holiday snaps 2021



ANOTHER LIST OF LIFE'S MYSTERIES

1. If a bottle of poison reaches its expiration date, is it more poisonous or is it no longer poisonous?
2. Which letter is silent in the word "Scent," the S or the C?
3. Do twins ever realise that one of them is unplanned?
4. Why is the letter W in English called double 'U'? Shouldn't it be called double 'V'?
5. Maybe oxygen is slowly killing you and it just takes 75-100 years to fully work.
6. Every time you clean something, you just make something else dirty.
7. The word "swims" upside-down is still "swims"
8. 100 years ago, everyone owned a horse and only the rich had cars. Today *everyone* has cars and only the *rich* own horses.

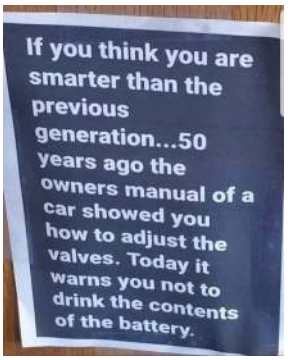
FOUR GREAT CONFUSIONS STILL UNRESOLVED

1. At a movie theatre, which arm rest is yours?
2. If people evolve from monkeys, why are monkeys still around?
3. Why is there a 'D' in fridge, but not in refrigerator?
4. Who knew what time it was when the first clock was made?

SOME VAGARIES OF ENGLISH LANGUAGE:

1- Ever wonder why the word funeral starts with FUN?
2- Why isn't a Fireman called a Water-man?
3- How come Lipstick doesn't do what it says?
4- If money doesn't grow on trees, how come Banks have Branches?
5- If a Vegetarian eats vegetables, what does a Humanitarian eat?
6- How do you get off a non-stop Flight?
7- Why are goods sent by ship called *CARgo* and those sent by truck *SHIPment*?
8- Why do we put cups in the dishwasher and the dishes in the Cupboard?
9- Why do doctors 'practice' medicine? Are they having practice at the cost of the patients?
10- Why is it called 'Rush Hour' when traffic moves at its slowest then?
11- How come Noses run and Feet smell?
12- Why do they call it a TV 'set' when there is only one?
13- What are you vacating when you go on a vacation?
14- Did you know that if you have What, When and Where and then replace the "W's" with "T's" the questions are answered?





I still need more articles to fill out the Digest so, until I get those, many more jokes may follow.



BRISBANE FREE FLIGHT SOCIETY
2022 Flying Calendar



Month		Date	Start	Event	Location
January	F	Sun 23rd	7-10am	Trimming day & fun flying	Coominya
	🛠	Sat 29th	12-4pm	Bar-B-Que Lunch & General Meeting	John's place
February	F	Sun 13th	7-10am	Trimming Day & fun flying	Coominya
	CP	Sun 27th	7-11am	Club Day 2 Min Class models (3 flights)	Coominya
March	IND	Sat 5th	3-6pm	Indoor - Delta Dart	BSHS
	F	Sun 13th	7-2pm	Dale's Fun Day including P20	Coominya
	🏆CP	Sun 27th	7-2pm	F1H State Champs (5 flights) & E36 club event (3 flights)	Coominya
April		10th - 14th		AFFS Champs & SCC (F1A, B and C)	Narrandera
		15th – 17th		AFFS cont'd Small classes, see FFDU program	West Wyalong
	F	Sun 10th	8-12pm	Trimming/Reserve Day	Coominya
	IND	Sat 16th	3-6pm	Indoor HLG/CLG	BSHS
	🏆	Sun 24th	8-12pm	F1J State Champs (5 flights)	Coominya
May	🏆	Sun 1st	8-12pm	F1G State Champs (5 flights)	Coominya
	IND	Sat 7th	3-6pm	Indoor - EZB	BSHS
	🏆	Sat 14th	8-1pm	F1A & F1C State Champs (each 5 rounds, R1 240 secs)	Dalby
	🏆	Sun 15th	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
	F	Sun 29th	8-12pm	Club **rubber model** fun & testing day including Frog models	Coominya
June		4th – 6th		NSW & VIC State Champs (F1A, B and C)	West Wyalong
	F	5th	8-1pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
	IND	Sat 11th	3-6pm	Indoor - Hanger Rat	BSHS
		Sat 18th	8-1pm	Reserve F1A and C	Dalby
		Sun 19th	8-1pm	Reserve F1B	Dalby
	🛠	Sat 25th	12-4pm	Bar-B-Que & AGM	John's place
July	IND	Sat 2nd	3-6pm	Indoor – P18	BSHS
	🏆	Sun 10th	8-1pm	Scale State Champs & club testing	Coominya
	F	Sun 24th	8 – 1pm	Club **power model** fun & testing day including E36	Coominya
August	IND	Sat 6th	3-6pm	Indoor – Peanut Scale	BSHS
	CP	Sun 14th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 21st	8-1pm	E36 State Champs (5 flights)	Coominya
	🏆	Sun 28th	8-1pm	HLG, TLG & CLG State Champs	Coominya
September		Sat 3rd	8-1pm	F1A & F1C Team Selection Trials	Dalby
		Sun 4th	8-1pm	F1B Team Selection Trials	Dalby
	🏆	Sun 11th	8-1pm	P30 State Champs (3 flights)	Coominya
		Sat 18th	3-6pm	Reserve Day	Coominya
	F	Sun 25th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
October	CP	Sun 2nd	7-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
	CP	Sun 16th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 23rd	7-1pm	Reserve Day	Coominya
	🏆	Sun 30th	7-1pm	Open Rubber State Champs (3 flights)	Coominya
November		Sun 6th&13th	7-1pm	Two Reserve Days	Coominya
	F	Sun 20th	7-1pm	Club **glider model** fun & testing day incl CLG & RC Gliders	Coominya
December	🛠	Sat 10th	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*"

2022 FREE FLIGHT CALENDAR

Ver 1 as at 26 October 2021

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