The magazine for all those who love Free Flight

THE BFFS DIGEST

June 2022



In this issue:

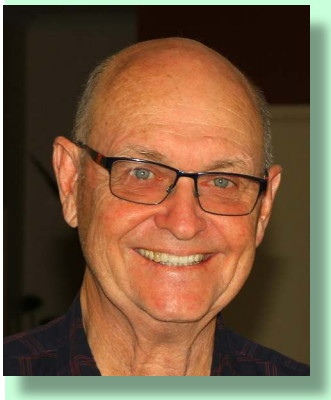
- AFFS Champs and SCC reports
- F1G State Champs
- Indoor Delta Dart
- Indoor F1L State Champs
- Indoor F1N shootout
- Construction Corner
- 2022 Flying Calendar

It's still there, so please take care!

COVER PAGE:

Ben Lewis launches his F1G during the F1G State Champs in May. Ben and John maintain a stranglehold on the F1G event. It's a class they have both spent a lot of time in over the years, with John having flown many successful iterations of his Tumbleweed design, before moving into East European carbon models.

PRESIDENT'S REPORT



The year began with its challenges and with the rain came the flooding of our flying site at Coominya. It was helpful having Gary Button living nearby to give us an accurate assessment including photos while we waited for the water to subside.

Recently our top paddock has been flyable however the long grass makes it very difficult to find small models not fitted with a tracker. Adverse weather conditions have forced the postponement or cancellation of most of our outdoor events so far this year however we did have nice calm weather to fly our F1G State Champs.

After some adjustment to our indoor dates we have now successfully conducted half of our indoor program.

The delay in harvesting the crops at Dalby resulted in us moving to our reserve days for F1A and B in June. Fortunately we did this because the recent rain would have caused our May date to be abandoned.

I'm not sure if all the stay at home conditions has resulted in more building time (Ben has been working on 3 new free flight models) but even the glue has issues with the moist air.

Our AGM is due next month so while you are stuck at home think about items that can be discussed at the meeting and send them to Malcolm for inclusion on the agenda. Hopefully the second half of the year will provide calm dry weather.

John Lewis

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LETTERS TO THE EDITOR:

Bummer about your field flooding….never mind, in my experience (in my Dunedin MAC days), our flying field was metres deep underwater on two occasions- when the Taieri river broke its banks And still came back better than ever after the water receded. We did have to do a search for the dunny though. On the second occasion, the water reached to top of the storage container on site-so close to 3 metres deep! Flying fields and pasture will recover quite well….
Chris Murphy NZ

That's a bummer about your field. Here it's a drought…thanks for the newsletter! Good luck with the recovery!
Mike McKeever USA

Thank you so much Malcolm. You make happy a lot of people on this side of the planet!
Frederic Nikitenko (France)

Always a good read. Terrible rains and the flying field - WOW!
Cheers, Howard Gostelow

Thank you for sending another great BFFS digest to read and catch up on what's happening in your State to take our minds off things in the world today.
Regards, Ian Haigh (VIC)

EMERGENCY LOCATION ADVICE – phone 000
BFFS Flying Field Coominya

GPS coordinates of the gate are:

27º 26' 74.7" South 152º 26' 28.2" East

REMEMBER

FIRST DUTY OF THE KEYMASTER ON FLYING DAYS:

Text Jesse 0417 077 781

"BFFS on the field".

SECRETARY'S REPORT

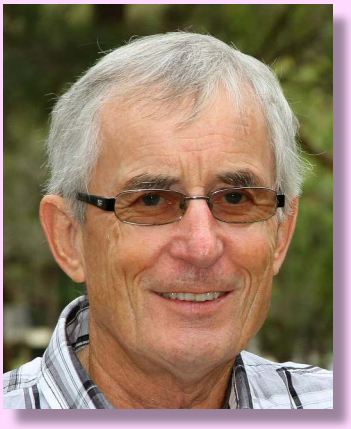
Well, we've finally started to fly competitively, after 4 months of COVID restrictions, weather and extreme floods. It was amazing to see how much water abounds in the paddocks south of our field. It makes 7 Mile Lagoon probably 3 times times bigger than we've ever seen it. The mid-May deluge has really impacted all fields in the Lockyer Valley so we'll probably have to live with this for a long time. Major wash-outs in Watsons Road, on both sides of the Coominya Connection Road, are are yet to be repaired. Be careful driving that road - and watch the edges.

To add to our misery, the feed grass is growing well. That's good for the farmer but it presents troubles for us. It's still easy to walk through but you can't be complacent with retrievals. Models tend to disappear, and some of the grass is armpit high, and trousers get pretty damp walking through it when it's raining.

Kathy pointed out this is the first crop, suggesting the next crop after harvesting will be thicker. Of course it would be wise for us to capitalise once it is harvested. It may just coincide with our perfect winter flying conditions, whenever they arrive.

It was great to see Des out competing in May, climbing under fences , laughing and carrying on as he always does. Not bad for guy who'll turn 89 in July!

You might have noticed that this Digest has ONE outdoor competition reported and FOUR Indoor competitions reported. In 16 years of producing the Digest, this has never happened before. COVID and multiple flood events have joined forces to create The Perfect Storm. This of course makes one appreciate how Indoor can be flown in all weathers. Hangar Rat, P18 and Scale have yet to be flown so why don't you give it a go? So little materials are needed.



Albert, Kathy and I will continue our long-distance tours, with West Wyalong and Dalby a week apart in June.

Having strayed to the grey side each Wednesday (Control Line), my building time has been limited but I have started a new E36, with one or two planned. How about you?

Cheers,
Malcolm Campbell

Vale Lee Hines

USA 7334

5 June 1938 - 2 May 2022





My association with Lee Hines only goes back two decades. I first saw him in action at the AFFS Championships in the early 2000s. I thought at the time - *Wow! Loud and excitable but so skilful*. We again connected in 2011 when I was looking at acquiring a couple of good used F1As. Lee presented me with his AL Star and a Buntbone, and the warranty and friendship continued to the very end.

Lee was a fountain of knowledge in all things glider, and later E36. He was a wonderful mentor in real time and via the Internet. I have kept his emailed responses and will now cherish them - they truly emphasise how focused he was on perfection.

Lee had an encyclopedic knowledge of free flight, particularly glider and power, and he could quote the facts and times of flights from many decades back. He had a superb eye for trimming models - F1A, F1H, HLG, CLG and E36. I'm sure his power models flew well also.

The models I acquired from him over ten years ago had idyllic glides. He told me my Buntbone was special - its rearward CG makes it fly like no other. He and others spent a lot of time perfecting that bird.

Lee was fond of Kathy, because she flew CLG, E36 and F1H and did it well. When she beat him in NZ in 2012, he named her the "Kattie Kween". It was that year she set a NZ record - he never forgot that.

A lasting memory is from a Feb Fab, perhaps 2014, launching CLGs with Lee one evening in the failing light at the Lost Hills field, our models circling in unison, with his always one circle higher. Thank you Leeper, for lifting my game. You will be missed.

Malcolm Campbell

The AFFS Championships and Southern Cross Cup

Narrandera 11 - 13th April 2022

West Wyalong 15 - 17th April 2022

Report by Malcolm Campbell, photos by Malcolm Campbell and Warren Leadbeatter



Getting there was half the fun!

The BFFS did well at the AFFS Champs held in April. Albert Fathers and I did well in all three F1A events and Craig Hemsworth excelled in F1B.

The trip down was an adventure. Well, it was for Albert when he found the Newell Hwy towards Millmerran was blocked by floodwaters. He just avoided being flooded in completely by backtracking immediately to the coast where he proceeded down to Grafton before tracking inland to Glen Innes and stopped for the night. He then drove across to Coonabarabran to re-join the Newell, failed to find accommodation at West Wyalong or Narrandera, eventually settling that night at Morundah!. His was a long and wearying journey. He was closer to the field at Morundah but it was too wet to practice!

With this prior knowledge, we played it safe leaving a couple of days later tracking down the M1 and onto the Hume Hwy before heading west through Goulburn and Wagga Wagga to Narrandera. There were spells of torrential rain either side of Sydney where flooding had recommenced. Graham was already in Sydney and drove down via Wagga Wagga in time for the F1B events.

Wet weather earlier in Narrandera had made the in-road to the field impassable for all but 4WD vehicles so the start was delayed until the road was safe to enter the paddock as far as the regular flight line. While waiting we used up the reserve day first, practicing in the first paddock off the road. Still the drive in provided some excitement slipping around in the mud the on the first two days. Good weather from then enabled us to fly the three World Cup events for F1A, B and C on consecutive days.

This year the event was deliberately split over two sites, Narrandera and West Wyalong – with all mini events being held at the latter site. This was a great idea that has merit. 15 minutes to the field at 7 am in the morning versus 45 mins at 6.30 am was well received.

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Albert Fathers & Ian Haigh walk back in



Craig Hemsworth with a little 6” HLG



Len Surtees with his F1N HLG



F1A: Malcolm, Ian and Albert



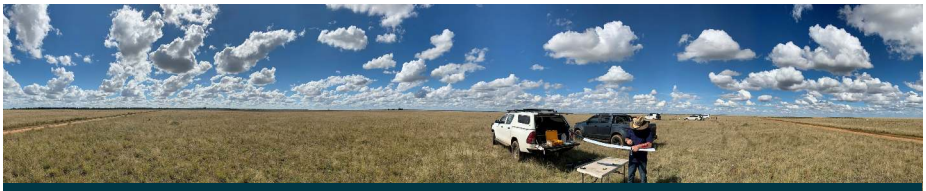
F1B: Vin and Craig



CLG: Ian, Len and Malcolm



F1A launches were sometimes difficult, and lift was tricky



Grass was shorter on the practice field, closer to the main road



Craig Hemsworth launches his F1B

It was great to catch up again with Australia's best free flighters. We enjoyed each other's company every night. Sadly Terry Bond was unable to come as he'd just left hospital after some pretty serious surgery that will see him undergoing months of recovery.

Albert and I placed 3rd and 2nd respectively in F1A team trials with Albert's SHOK Ultra enjoying the three first places. Albert had carpel tunnel surgery 3 weeks prior and was unable to launch this model, so he lent it to Ian Haigh who worked wonders with it, 31 secs short of a triple max-out! Craig Hemsworth has a solid 2nd place in the F1B team. Graham Maynard picked up five maxes in total, completing all three F1B events.

Kathy and I both "enjoyed" flyaways at West Wyalong – Kathy's E36 flew high and out of the field after a DT failure. We moved with the model, stopping about 1 km from the flight line with a strong signal, UP. We watched the tiny model for 20 minutes, using the tracker and binos. It appeared to be just outside the field. It then proceeded to descend back into the paddock landing about 30 metres from where we were standing, and 5 metres from a dam!

In the Combined Mini event, my little Aiglet decided to fly away in R3. The retrieval took me 5½ hours and eventually involved eight people. It was a lengthy retrieve – the model being found 4.7 km out, in long grass, many paddocks away from the AB field. The distance corresponded to a 35 min flight in 2 m/sec wind.

I walked the line for 3 km before I got a signal and I had to walk 10.6 km in total, to find it, walk back, get lost and find the search party (Albert, Craig, Ian, Warren, Kathy, Vin and Leigh, and Mike). Meeting up with the search party was the tricky part because no one could establish where I was!

Warren's drone spotted me after I gave him my general location. And Vin asked me if I had Google Maps on my phone. Eureka! If I had known I could use that I would have been back to civilisation hours sooner and wouldn't have needed the help of all those who were out looking for me.

Handy Hint: If you don't know about the Google Maps app on your phone, try it out – it's a game changer. It actually told me that I was walking away from the road where the recovery team was!

I would learn when I got back to the motel that I hadn't plugged in the RDT battery! I usually test it before flying.

The AFFS dinner was held on the final day and was proceeded by a moving ceremony for Adrian Bryant. The NSWFFS presented Joanne and Gayle (two of Adrian's children) with a beautiful large bonsai and a half-size replica of the Golden Boomerang (the free flight model designed by Adrian and built by Michael Towell for the ceremony). Peter Scott then flew his large RC Lanzo Bomber to release Adrian's ashes over the field.

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Adrian Bryant's farewell was done in brilliant weather



Bryant sisters Joanne and Gayle accept gifts

I caught up with Dave Paton at West Wyalong. He'd done very well in the SAM Champs, as had Peter Scott. This event was being run concurrently on the adjoining RC field. Des and Noela had driven down especially for the occasion so Des enjoyed catching up with old friends. Of course, the lamb roast meal was exceptional with seconds and thirds being offered, with still some left over.

The blood-red sunset and spectacularly large full moon rising in perfect weather was a great way to end the championships.



FF flyers and SAM flyers mingle at the closing dinner

AFFS Championships 2022

Widgiewa Cup

								Place
F1A (6 flew)	Malcolm Campbell	139	145	155	180	180	799	2
	Albert Fathers	224	180	118	0	180	702	3
F1B (5 flew)	Craig Hemsworth	240	180	180	180	180	960	3
	Graham Maynard	220	153				373	5

Australian Free Flight Society Championships

F1A (6 flew)	Malcolm Campbell	240	138	180	180	180	918	2
	Albert Fathers	240	180	118	126	85	749	3
F1B (5 flew)	Craig Hemsworth	240	180	111	180	180	891	2
	Graham Maynard	65	180	107	180	180	712	5
					FO	FO		
E-36 (7 flew)	Malcolm Campbell	120	120	120	120	57	360	2
	Kathy Burford	120	DNF				120	7
Combined Mini	Malcolm Campbell	88	93	120	Flyaway		301	7
F1G, F1H, F1J	Graham Maynard	0	76	36	0	0	112	8
(10 flew)	Kathy Burford	64	0	0	0	0	64	9
Combined Open %	Malcolm Campbell	E36	77	120	120	120	264	6
(6 flew)								
HLG/CLG/DLG	Len Surtees	25	60	26	38	60	34	158	1
(7 flew)	Malcolm Campbell	26	32	24	60	35	31	127	3
	Kathy Burford	21	25	11	4	46	30	101	4

Southern Cross Cup

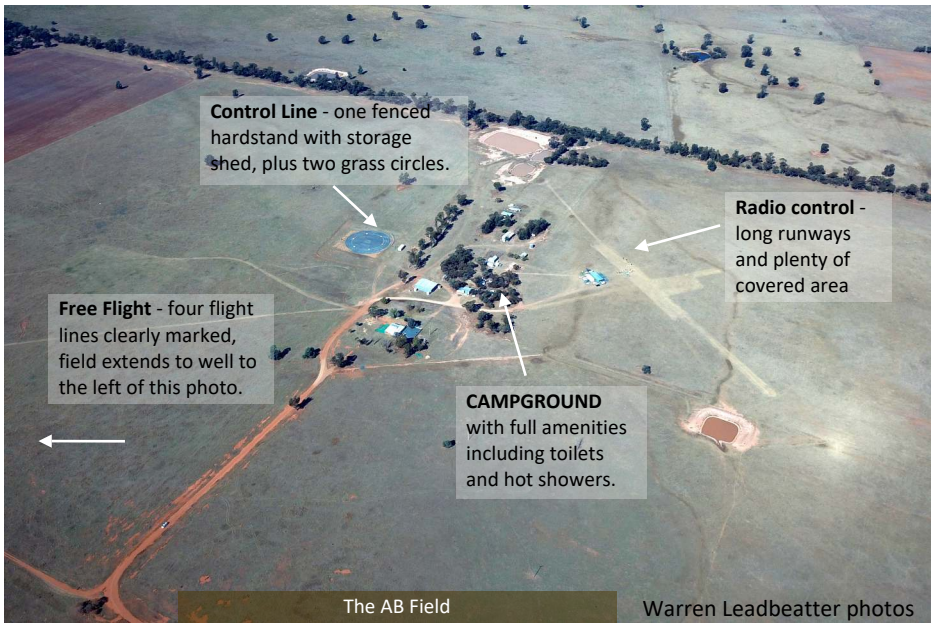
F1A	Albert Fathers	221	180	180	85	168	834	2
(6 flew)	Malcolm Campbell	219	180	180	100	41	720	5
F1B	Craig Hemsworth	240	180	114	180	180	894	4
(5 flew)	Graham Maynard	203	180	89	180	0	652	5

FULL RESULTS IN JUNE FREE FLIGHT DOWN UNDER

NARRANDERA - the Big Field



WEST WYALONG - the Complete Package



The AB Field Warren Leadbeatter photos



World class library



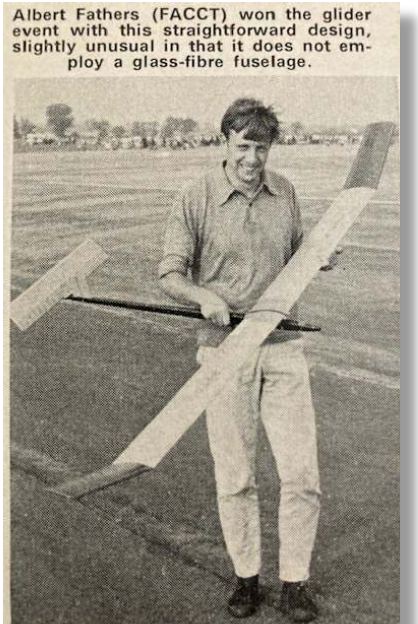
Stunning clouds at WW

BFFS Spy



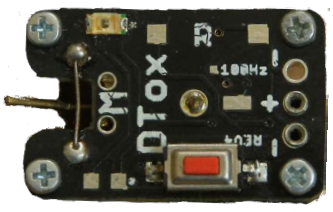






Albert Fathers (FACCT) won the glider event with this straightforward design, slightly unusual in that it does not employ a glass-fibre fuselage.

Albert's OD in the early 70s



Malcolm fitted a DTox band burner on his F1G. While he is very impressed with its reliability, it never DT'ed in the air, because it was never up long enough! We certainly need good DTs on our compromised field.



Des went one better, arming his Mills-powered Linnet with a British-made BMK RDT and boy, was he excited to demonstrate its effectiveness on F1G day!

F1G State Championships

Coominya 1 May 2022

Report and photos - John Lewis & Malcolm Campbell



Everything is green after the flood

Finally, we were able to hold our first State Champs event for 2022. This was, in fact, the first BFFS outdoor comp held for 2022, thanks to COVID and the floods. The forecast was for light winds and a fair chance of rain around mid-day. As it turned out, both the wind and rain forecast were accurate with the exception of a light shower just before the 8 am start time.

Mark was already in position making a number of early morning test flights but elected not to fly in the event. We originally set up near Mark's location but the direction of the drift suggested models would be landing in the adjacent muddy paddock so we moved to a more central location around a hundred metres up-wind. As it turned out there was hardly any wind throughout the day and the direction kept changing.

John was away first gaining very good height in the heavily overcast sky but it seemed he had set the timer in the wrong scroll with the model DTing 45 seconds late. Ben flew next and also scored an easy max DTing just after 2 minutes. To counter the high-tech carbon fibre attack from Team Lewis, Des and Malcolm brought out some older models – Des had his Teacher's Pet and Malcolm his Tumbleweed 2 (Lewis design from 1972). Both models were showing their age and they accordingly matched their models with old rubber – they were not going for altitude. Low torque meant low altitude but Des squeezed more out of his model by winding longer with a broken strand.

Ben's 2nd flight also maxed but only just, after DTing a few feet off the ground at 2.05. Any thoughts of a fly-off soon evaporated when John dropped his second flight when his model appeared to fly into poor air. At the rear of the field Malcolm had confused this event with a precision event to duplicate the time of his previous flight. Des confidently wound harder to break the magic minute. Kathy spent her day between helping Malcolm and Des but she also found time to help Graham search for some missing parts. Graham had brought his two high-tech F1Gs but wasn't able to assemble his best (and trimmed) model. He fell back to his lesser model, managing one test flight but was unhappy with its behaviour, retiring it to help and time for Des.

John's 3rd flight was marginally better but still under 100 seconds. Ben's flight power-stalled after a launch that was too vertical but recovered and was pulling away nicely looking like it would probably max when the DT activated before the



John's launches were all good



But Ben's were more dynamic



Malcolm's launch says it all. Damn!


Another big launch from Ben


Des was there to help Graham


Soggy rubber + damp tissue= low score

props folded resulting in a score of under one minute. Des and Malcolm didn't notice the drama at the pointy end of the field as they were in a race of their own, with Malcolm delivering a crushing blow after he wound harder in his 3rd flight, breaking the minute with a reasonable 91 second flight. He was heard saying to Kathy not to squeeze the fuselage too hard as the balsa was pretty soggy in his 25 year old model. Des also lifted his game with a third improvement in his time but he also had to lift his legs when the model strayed into the adjoining paddock. Sweet Kathy was here to help him get back under the fence – after all Des is an 88 yo veteran flyer!

John still couldn't max on his 4th flight falling 12 seconds short however Ben had no difficulty making another good max on his flight. There was still a chance for Ben to overtake his Dad. Malcolm got serious, breaking a motor by taking it to 6 on the torque meter – "*It must be the rubber*" he thought. This was after he heard John and Ben saying they wound to "7". He made a mental note to test the rubber he had back home and probably refurbish the Tumbleweed one day. Des and Malcolm synched their 4th flights with identical scores. There was still a chance for Des to overtake Malcolm. A race had developed at both ends of the field – 15 seconds the gap between 1st and 2nd, and 21 seconds the gap between 3rd and 4th.

Ben rubbed it in with his 5th flight, it being the highest of the day giving him four maxes and one very poor score. John needed to max his last flight or at least get close to win the event and managed to find a nice patch of air to finish the contest as he began, with a convincing max (or as Ben put it "*Book-ended the event*"). Malcolm was out of rubber by now so John gave him one of their "7" motors but he only wound it to "6" and paid the price – another low score. Des sensed a third place but his motors were getting old and probably lacking a strand or two – his final chance to


Graham times for Des's Teachers Pet



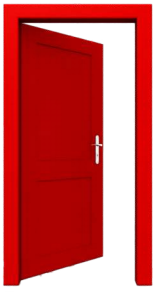
Dessy is rapt in his RDT!

move up the ladder failed, although the prop ran for the full 51 seconds!

But the fun wasn't over. Des pulled out his Linnet, breathed life into his Mills and hurled it skyward with a full tank, with everyone watching. He waited until the motor stopped and it was heading straight towards the dam – there was a hush from the crowd. And then he pulled out an RDT, pressed the button and the model was saved from a drenching! Dessy smiled, and we all applauded his enthusiasm for new gadgets, this one being the British BMK RDT unit.

In all, it was a satisfying visit to our grass farm flying field. We closed the gate at midday.

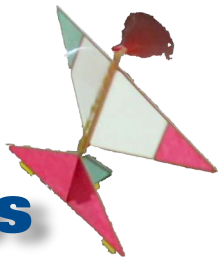
Names	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Total
John Lewis	120	93	97	108	120	538
Ben Lewis	120	120	43	120	120	523
Malcolm Campbell	53	53	91	58	65	320
Des Slattery	55	63	72	58	51	299
Graham Maynard	DNF					-



INDOOR 2021

Delta Dart club sponsored State Champs

B S H S Hall 9 April 2022



Finally we were able to get inside away from the wind or rain and hold our first free flight State Champs event. Delta Dart has become a favourite event due to the simplicity of the models. This year wee had five enthusiastic competitors; down a bit from previous years but the day was still a lot of fun with a couple of spectators and Len Surtees doing some HLG testing.

Larry was a bit late arriving after spending five hours in the traffic coming down from Noosa. Ben decided his models built for last year's event could go in the bin but then discovered the night before he no longer had his older models to use so made the decision to start making a new Delta Dart. Craig had also decided to make a model a couple of days before and the same applied to Van.

So this left John and Larry with previously flown models however Larry's model wasn't behaving so John was able to make a good start.

As the afternoon progressed so did the scores. We made the decision to count every flight and choose the best two. This went over well with every flight counting as a potential final score. Van only made one score before demolishing his model. Craig



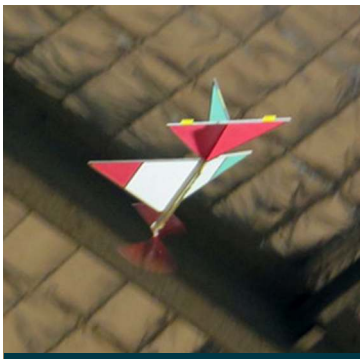
Ben gets down to gain longer flights



Van, Larry and Craig set up



John Lewis chased Larry all day



Ben's model - better next year

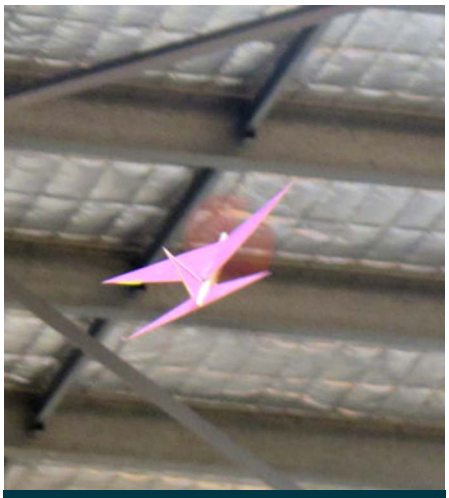
was unable to crack the 1 minute barrier but came close on a few occasions.

Ben made lots of adjustments and was consistently making over one minute later in the day but not good enough to threaten John or Larry. Although John was looking like a good chance to win up until half way through the session. Larry was able to match John's high score of 82 late in the day and managed an 81 as well to convincingly win the event.

Hopefully next year we will have a few more flying this event.



Larry's model cruising to a win



Van only managed one flight



The Winners - 3. Ben 1. Larry 2. John

Name															Total
Larry	40	52	65	79	55	27	58	77	71	**82**	**81**				163
John	66	71	75	26	73	66	46	74	**76**	**82**					158
Ben	42	50	38	52	21	54	**64**	62	62	60	61	56	61	**67**	131
Craig	31	42	36	47	**52**	46	52	**55**							107
Van	40														40

Three more Indoor days for 2022

Saturday 11th June.....Hangar Rat

Saturday 2nd July.....P18

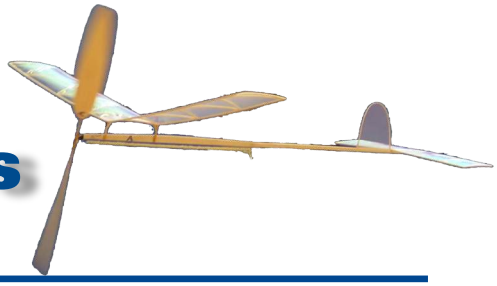
Saturday 13th August.....Peanut Scale

If it's too wet or windy, there's always Indoor

INDOOR 2022

F1L (EZB) State Champs

B S H S Hall 16 April 2022



F1L was held a week after the Delta Dart event, due to booking difficulties, and only had four entries. But then, these models are more challenging than Delta Darts. Van's model was dated in both its design and it's covering and was not behaving well on the day. After some perseverance and frustration, it was demolished as a lost cause. It appears that Van didn't record any official times.

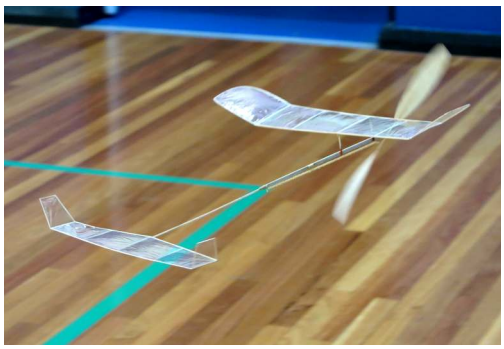
This left Ben, John and Larry to fight it out. As with the Delta Dart comp, Larry made a slow start and it looked doubtful if he was going to record competitive scores but, as we have found out in the past, you don't write him off too early. Ben began well scoring close to 4 minutes for his first flight but John went one better on his second flight recording the highest time of the day.

By the end of the third round John was looking like he might win the event but, as with Delta Dart, Larry was saving his best till last. Ben was unable to improve on his first fight time but made over 3 minutes for each flight. After John's very lucky second flight that narrowly missed hanging up, he couldn't manage to exceed 5 minutes with his other scores. Still, he was looking good for first place until Larry made his last flight, to win again. Although all the times were respectable this year, Larry's times were well down from last year.

As with lots of modelling building materials there are limited places to get indoor materials but they are available from overseas. It's really only the prop bearing and covering that needs to be sourced from abroad. There is something magic watching a slow flying indoor model like an EZB regardless of where you place.



Larry prepares his model

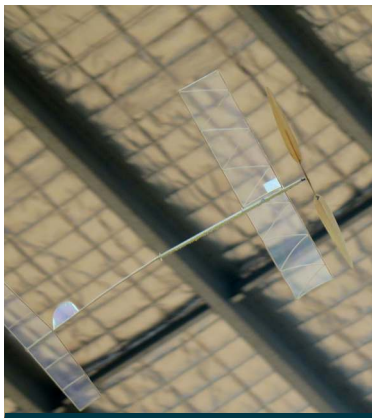




Ben hopes for 5 minutes



The Winners - 2. John 1. Larry 3. Ben



John's model wafts by



Ben on the way up

Name	R1	R2	R3	R4	R5	R6	Total
Larry	1.11	2.13	3.46	**5.51**	4.05	**5.29**	11.20
John	1.33	**5.52**	4.54	**4.56**			10.48
Ben	**3.53**	3.02	3.15	3.04	**3.36**		7.29
Van	No Times						-

INDOOR 2021

F1N (HLG/CLG) State Champs

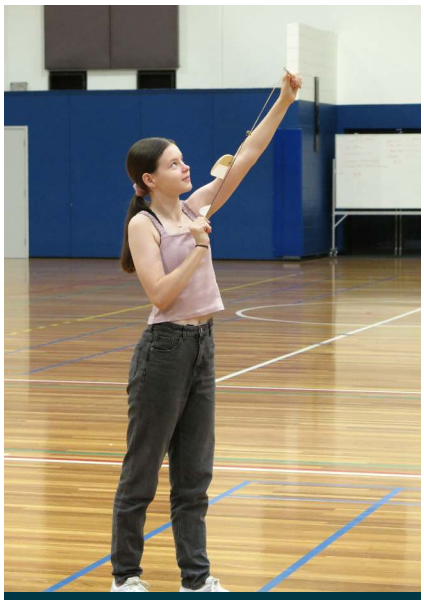
B S H S Hall 7 May 2022

As 3 pm approached there was some rumbling from the overcast skies overhead however the rain held off until everyone was safely inside. The top key pad on the gate was not operating and we therefore needed to enter the parking area from the lower gate some 50 feet further on.

HLG/CLG is generally our least well supported indoor event however we had 6 people trying their hand. This year the top scores were a little lower possibly due to the wet conditions outside affecting the air inside or was it more a case of people getting older and less able to throw models as well as they once could? Certainly this was the case for John who was scoring times 10 seconds below his former best times. As usual Len and Ben were most likely to make the best times and, although this was the case, they were also lower than previously. However, Ben's children were able to improve on previous times.

Larry just couldn't get his gliders to perform like his rubber-powered models but enjoyed the afternoon. Both Len and Ben felt it may be time to build new models and John conceded he will have to try a catapult model and give the old arm a rest.

Ben was preoccupied and not able to perform at his best although his second flight had him temporally in the lead. However, Len was improving progressively as the afternoon rolled on eventually scoring the high time for the afternoon with an impressive flight of just over 36 seconds. Ben managed a 35 sec best score but failed to get another good high time to threaten Len. Annika was on an equal footing with John after recording their first scores but after that the gap widened with Annika easily snatching third spot. Ashton's model had a higher wing loading and although that assisted with gaining greater initial altitude its sink rate brought it down more quickly than his sister's model.



Generation 3 Team Lewis - Annika



Generation 3 Team Lewis - Ashton



The Winners - 2. Ben 1. Len 3. Annika

Name	1	2	3	4	5	6	7	8	9	Best 3
Len	29.5	28.8	32.3	31.4	**33.9**	33.41	**36.28**	20.66	**32.4**	102.58
Ben	26.56	**33.28**	5.15	31.18	15.94	31.38	**35.15**	**31.84**	31.34	100.27
Annika	24	**25.90**	24.09	23.40	24.67	23.25	24.60	**25.7**	**25.47**	81.07
John	**24**	22.9	23.03	23.09	21	23.16	**23.56**	**23.53**	3.6	71.09
Ashton	15.41	16.41	**16.59**	15.09	**17.32**	**17.23**	15.65	16.31	15.83	51.14
Larry										No Scores

CONSTRUCTION CORNER

We have a few people building again. The world is slowly returning to “normal”, whatever “normal” now is. I’ve started a new E36, Craig Ferguson has embarked on a replacement P20 and Ben Lewis has excelled, with two outstanding carbon fibre models - a P30 and a large TLG. If you are building or have recently completed building or restoring a model, please send in a story and photos for your club newsletter. There have been no “Building Tips” of late - what’s happened to those?

Malcolm

Good to see **Craig Ferguson** has been busy.

His story is one we’re all familiar with:

I started a new build yesterday - a replacement for my modified FLYING ACES INDUSTRIAL/COMMERCIAL. It's an OUTERZONE plan,and fits P20 rules when shortened and fitted with an improvised empennage.

I've always wanted a model I could wind from either end!

The first one flew so well (too well). I'm building another just the same. Why am I building another?

I was down at the sports field. Nothing much was happening at 500 turns,s o I wound in 800. Once it was in clean air above the trees, it came to life. Then it was caught in an updraft and disappeared straight up.

It was a good little performer once it was dialled in. No DT, of course.

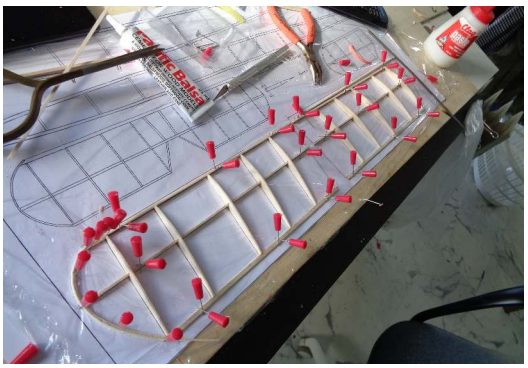
The photos of the completed model that flew away is first. The new one under construction on my building board.

I should be building REAL models, I know!

Craig

... continued on page 15



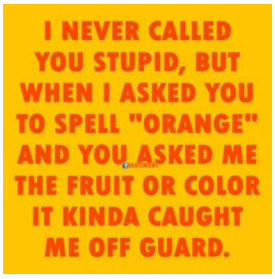




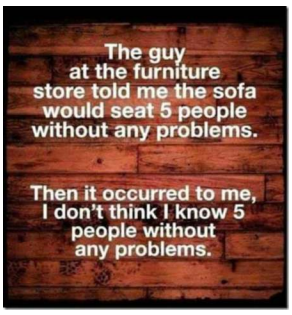
JOKES





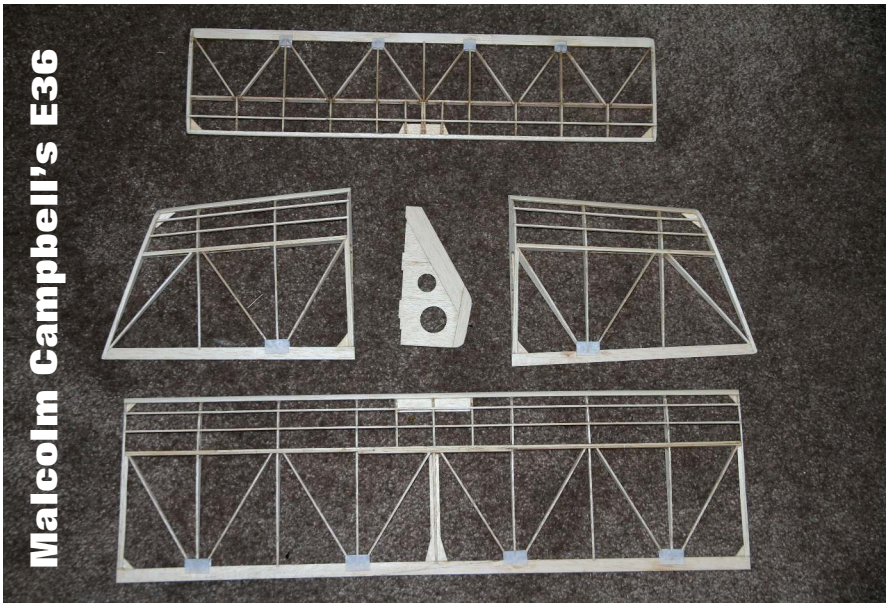








Malcolm Campbell's E36

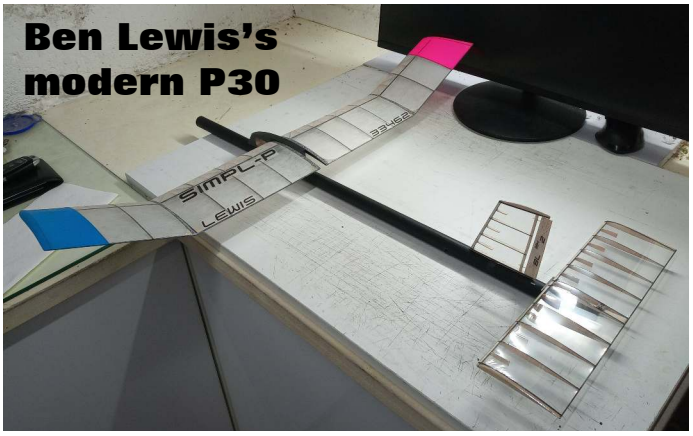


I've started work on another E36, somewhat different to my previous four builds. I'm surprised that it has been over three years since I finished my last E36. That build was my second Joulebox III. Yes, they are kits, but they are good kits. Someone has to support this cottage industry. There aren't many of this new design in the air as yet. Stay tuned.

Malcolm



Ben Lewis's modern P30



Having not built (or really flown) a P30 since the 1989 Amberley Nationals I thought it was about time for number two. I set about reviewing a bunch of designs before creating my own - to ensure I ended up somewhere semi consistent with the range of designs out there.

I wanted to see if I could produce a full carbon fuselage as the rolled balsa and silk ones are a little prone to warping. I made about 6 tubes before finally getting the mix of strength to weight right. The tube is made of spiral wrapped 25 gsm polyester tissue covered in UD 12k spread tow carbon tape, 20 mm wide. Wrapped on a 19 mm tube three strips of carbon tape cover the polyester tissue below. Marine-grade laminating epoxy binds it all together. Once dry the tube is sanded then painted with Tamiya black spray (the sanding goes through the carbon in spots so, to get a nice finish, a paint job was required).

The front-end is a thrust-adjustable unit that I made from a combination of tube and flat pre-preg plate. Four adjustment screws are held in position by mini spring washers giving 360-degree adjustability - no balsa or ply packing here! The beauty of this is the front end sits square and only the front face and nylon bearing move to the chosen thrust line.

Tail mount and rear peg strengthening ring are carbon also.

The remainder is stock standard carbon capped balsa construction, with mylar tail and fin, and lightweight (15gsm) polyester tissue covered 2-piece wings.

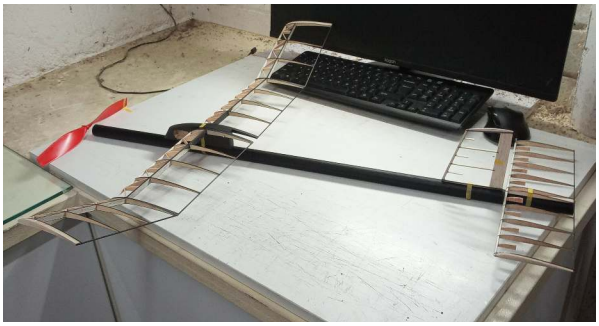
Wing section is based on a modern F1G section and the model will use a



Tomy style timer. There is an obvious weight penalty to this, but I just don't like or trust button timers. Prop is a modern Ikara style 9 inch.

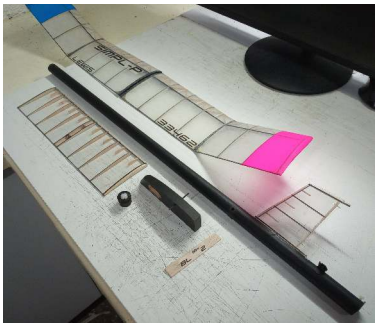
Not much to do to finish it off, just install the prop, mount the pylon, attach the rudder and run the DT line and it will be ready to take to the sky.

I don't expect it will be world beater (too heavy) but I built it more to run some experiments, and to make up numbers. Will have to rely on my lift picking ability to compete!



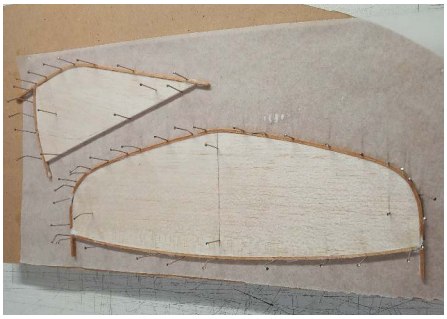






Ben Lewis's big TLG









Having not flown outdoor hand launch glider for a long time I felt it was time to get back into it.

I saw a little video on Instagram and was impressed with the height achieved, but more so the floating glide of these bigger TLG models. I chose a wingspan just under 1m and then looked at some designs by Peter Lloyd, Tony Mathews and some Japanese TLG flyers, finally settling on the "Turn Free" version 1 design as the base to modify from. I used the standard StanfoilBEmod2 section (that everyone seems to use).

Experiments with carbon-covered foam were ultimately abandoned and a more standard built-up balsa and carbon construction used.

The wings are solid balsa fronts with full depth carbon spars and carbon dihedral braces, solid carbon trailing edge and carbon capped balsa ribs.

Boom is a 6 mm OD / 5 mm ID roll wrapped carbon tube. Front pod is a carbon spine with four layers of western red cedar over (2 to each side) with carbon top and bottom. Hinge for the DT runs through carbon plate ends.

Timer will be a KSB (we have so many of them!) as I wanted to shorten the nose (based on feedback from my Instagram mate from the video) and figured I may as well make the nose weight useful!

Tail is yet to be finished but will be the standard Y shape seen on many TLG's. My Instagram mate is experimenting with cruciform shaped tail / fin configuration as these are the standard on RC DLG's and I will try that if this current layout doesn't work.

Not much left to do and this one will be ready to take to the sky.



Thanks Ben for your great stories. Who's going to have their build stories ready for the next edition of the BFFS Digest?

Big Planes at Boonah





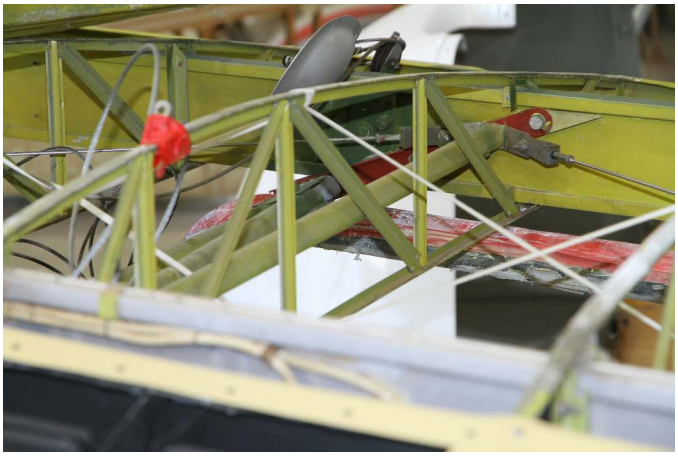
Pieter de Visser was one of Australia's top free flighters and accomplished CL modeller. He now restores light aircraft in two hangars near his large property at Boonah. This is some of what I saw in my visit.

Malcolm Campbell















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
March	F	Sun 13th	7-2pm	Dale's Fun Day including P20 POSTPONED	Coominya
April	IND	Sat 9th		Indoor – Delta Dart	BSHS
		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 - EZB	BSHS
May	🏆	Sun 1st	8-12pm	F1G State Champs (5 flights)	Coominya
	IND	Sat 7th	3-6pm	Indoor – HLG/CLG	BSHS
	🏆CP	Sun 15th	8-12pm	F1H State Champs (5 flights) & E36 club event (3 flights)	Coominya
	F	Sun 29th	8-12pm	Club **rubber model** fun & testing day including Frog models	Coominya
June	F	5th	8-1pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
	IND	Sat 11th	3-6pm	Indoor - Hanger Rat	BSHS
		11th - 13th		NSW & VIC State Champs (F1A, B and C)	West Wyalong
	🏆	Sat 18th	8-1pm	F1A & F1C State Champs (each 5 rounds, R1 240 secs)	Dalby
	🏆	Sun 19th	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	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 13th	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
	🏆CP	Sat 18th	8-2pm	F1J State Champs (5 flights) + Club 2 Min Class (3 flights)	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 3 as at 6 May 2022

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