The magazine for all those who love Free Flight

THE BFFS DIGEST

May 2025



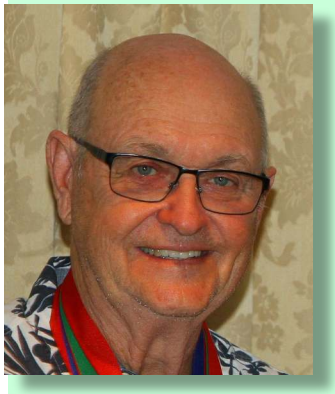
In this issue:

- ☆ *INDOOR Delta Dart and F1L St Chs*
- ☆ *INDOOR HLG and CLG St Chs*
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- ☆ *2025 AFFS Championships*
- ☆ *Club comps and trimming*
- ☆ *2025 Flying Calendar*

COVER PAGE:

Pieter de Visser's Supermax being towed up at Coominya during the F1H State Championships.

PRESIDENT'S REPORT



Starting a bit later this year was a decision made to stay out of the heat a bit longer. Although it was hoped this would also provide more time to repair or build new models, in my case at least, I got involved with other things with the view the free flight season was still a way off.

Our first three indoor events have been concluded and have been well attended and thoroughly enjoyed - In fact our Indoor HLG/Catapult event was the best I can remember with well over 100 timed flights.

I noticed we have our June 8 indoor day for Hanger Rat listed as a Saturday. June 8 is a Sunday and when I checked back with the hall agreement forms it showed our booking as **Sunday, June 8.** I can't remember how this happened other than there may not have been any Saturdays available in June and I agreed to a Sunday. So I guess we have one indoor day on a Sunday this year.

Although this year has had more than average rainfall we had good weather for both our F1H and F1A & B events. As usual our Dalby hosts were friendly and helpful and we appreciate them allowing us to use their flying site as they have for many years.

Last year I was intending to drop Open Rubber as our Coominya field is marginal for 3 minute contests. However late last year we held Open Rubber with 3 entries so it appears there is still some interest in this event. Consequently we have included Open Rubber with our Scale day this year - calm conditions would be good for both events so fingers crossed

The grass height at Coominya has been getting progressively lower since the farmers allowed his cows back in. The ground has now settled down since Jessie ploughed the field a couple of years ago and the grass height in most cases is reasonably short. With winter approaching the grass should remain low for the next few months at least.

Recently Pieter flew a Mills powered sports model at one of our trimming days with RC rudder and elevator. Considering the age and fitness of some of our members It seemed this may be a good way to continue enjoying our hobby for those members with old legs.

Therefore I would like to include a sports model day in our flying calendar that is open to Free Flight / RC assist models. Along the lines of Dale's fun days where a raffle ticket is issued for each model flown to encourage participation. It's not about performance but just enjoying the day with nice looking models flying overhead. Something to discuss at our AGM next month.

Looking forward to seeing plenty of free flight models circling over head for the remainder of 2025

John Lewis

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EMERGENCY LOCATION ADVICE – phone 000
BFFS Flying Field, Banool Road Tarampa
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

The late start this year was planned so we wouldn't be flying in the heat. We didn't allow for cyclones so our first event was postponed to the F1H State Champs on 23 March. All low lying fields still had water on them.

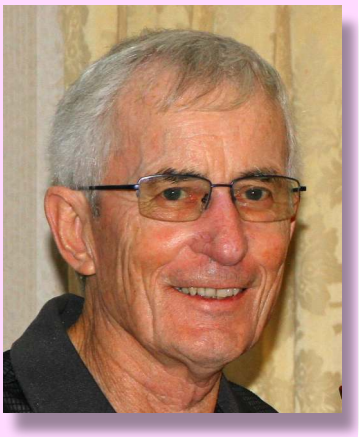
And then the showers set in, daily; not record rainfall, just a record number of showery days. This of course impacted our flying schedule even further.

Thankfully Indoor was not affected and numbers attending were encouraging.

A few of us drove down to Narrandera and West Wyalong and enjoyed some fabulous flying, with short grass, light winds and moderate temperatures. It was great to catch up with our southern friends.

I book ended these events with visits to Kathy's siblings at Lake Macquarie, so it was a win win situation for us. Driving home early May the rain started and continued to fall, all along the 800 km trip home. We must be due for some decent flying weather in SE Queensland!

And it looked like it was coming in the week leading up to the F1A and F1B State Champs, until 40 mm of rain fell on the field over the weekend before the event! As it was blown out

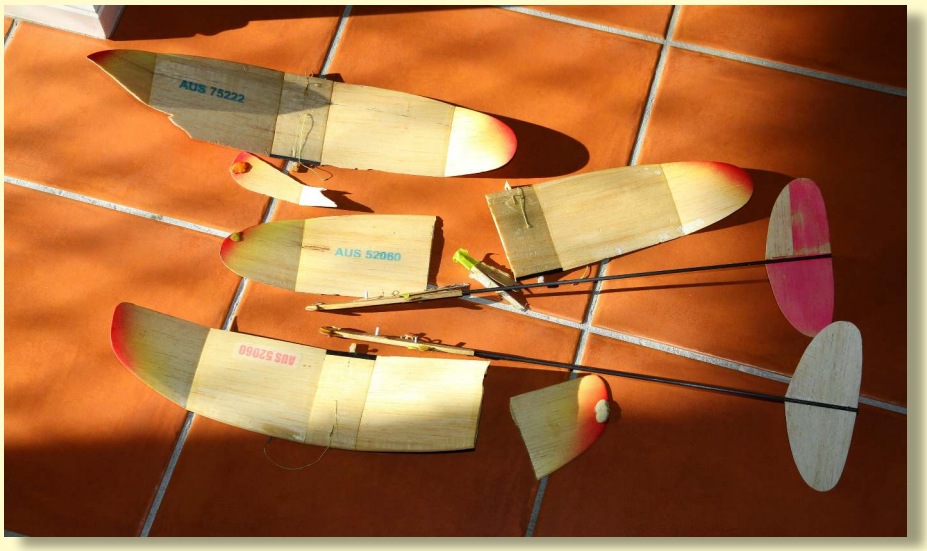


last year, we were hoping we'd get lucky this year. And we did. Read John's report - only John and Ben attended but they really enjoyed it. Bonding time.

Cheers, Malcolm Campbell

~~CON~~DESTRUCTION CORNER

I had a SMASHING good time at West Wyalong



AND at Narrandera



F1H State Championships

COOMINYA 23 March 2025

Report and photos by Malcolm Campbell



Pieter launching his Supermax

This has been the latest we've started the flying year. It was a conscious decision to exclude February in our calendar. And then Cyclone Alfred cut through the area on the very weekend of our first scheduled competition. Flooding was extensive. So, we were all happy to drive on to the field today to commence our flying year.

Six competitors in F1H is something of a record for our club – the greatest number of F1H entrants in the 19 years I've been editing our Digest. Graham Maynard and Mark Armour were also there, testing. While Graham was testing an E36 that sadly glided into a fence, no other E36s were on the field, so the scheduled E36 club event was not flown. Len Surtees put up a few CLG test flights and Mark was testing his usual Coupe design.

The weather was a bit testing, for all of us. Really nice air for our first flights, buoyant with some good lift to be found. Two showers interrupted our flying but they didn't last long. Shortly after starting, we moved our flight line from our regular location and set up 200 metres closer to the main road. By mid-morning, after the first shower, we moved back. And then the very light winds started to circle the compass, making it frustrating for straight towers. John Lewis wished he had Ben's legs but the two Lewis models both towed up relatively easily, with the benefit of VIT. By the time I finished flying the wind was almost non-existent.

We had three balsa F1Hs and three carbon models, and the day started pretty well for the older models. Ben made a bad launch in his first flight with a big stall giving him a low score. Subsequent flights had him smiling again with three maxes to put him in



Ben Lewis on his way to another max



Malcolm Campbell started well but struggled later



The de Visser's had launch troubles later in the day



Light fickle winds spoilt Pieter's last two flights

an unassailable position. Although he wasn't smiling when his model did an uncomfortably close flyby over the dam. John initially set up an electronic model to fly but soon reverted to his mechanical model after testing. Good air eluded him on all his flights but he managed sufficiently decent scores to get into second place.

Pieter started well, maxing his second and third flights with his beautifully built Supermax, but later the model wouldn't stay on the line and he zeroed his last two flights. This was a pity because his model looked beautiful in the air.

Len Surtees, flying the ex-Fred Terzian (USA) carbon F1H, enjoyed the experience up until the flight that nearly flew away. In good air the model gained height and flew past the 2-minute time. Len hadn't wound the timer enough. I really thought it was on the way to Atkinson's Dam. Then it started to descend and actually landed in our paddock, very close to the roadside dam. That was Len's only flight. Conditions on the day meant more time waiting on the line and that meant no time to help Len, which was a pity because his model has potential.

Malcolm maxed the first two rounds with his Li'l Hinney and Kathy just missed lift in her first flight (her test flight was perfect!). She elected not to fly her remaining flights. That was a pity because her Aiglet suited the conditions, but her feet weren't comfortable on the lumpy ground. This gallant decision meant Kathy could wait on the line as Malcolm waited (and waited) for good air. The fickle air had him struggling to pull the model up to decent launch height, although he over-cooked one launch causing the model to curve out of good lift. Malcolm and Kathy were the last to leave, with Malcolm putting in another poor flight after waiting a very long time for a decent breeze that never came.

The field was a bit hard on our feet but the grass is a little shorter and thinner, as the cattle have been eating it down. They were moved there after the cyclone and, as the lower ground is still very wet, they may be there for quite some time. We kept out of each other's way on the day. The road in is also good, after the massive amounts of rain in early March. We were all thankful for Julie de Visser and Kathy's thoughtfulness – they kept our energy up with fruit and other treats as we waited for lift.

F1H RESULTS

Name	R1	R2	R3	R4	R5	Total
Ben Lewis	69	120	107	120	120	536
John Lewis	84	87	51	89	79	392
Malcolm Campbell	120	120	37	31	48	356
Pieter deVisser	71	120	120	-	-	311
Len Surtees	120					120
Kathy Burford	48					48

INDOOR 2025

F1L State Champs

5 April 2025



Report and photos by John Lewis

We generally run Delta Dart as the first indoor event of the year in March but Cyclone Alfred was responsible for it being moved to April 26, so F1L became our first event this year.

We had five flying in the contest with Len doing some HLG practice at the far end of the hall. John had a new batch of rubber and didn't worry about getting his first test flight timed. As it turned out this was probably his best flight of the day but we will never know the time. John's first timed flight was over 5 minutes but involved a few lucky bounces amongst the rafters. Ben decided to under-wind his first flight so as to avoid a hang up but his model quickly climbed too high and was hung up in less than 2 minutes.

Larry had a new model and after some initial trimming difficulties it was looking OK on a low powered flight scoring around four and a half minutes. Brian's first flight was closer to five and a half minutes and was the highest scoring first flight. Ron's condenser paper covered model was flying much faster than the other models and provided entertainment hitting a few beams but couldn't manage a competitive score.

Both Larry and Brian scored over 7 minutes on their second flights leaving



Ron Munden's high-powered model bashed the beams



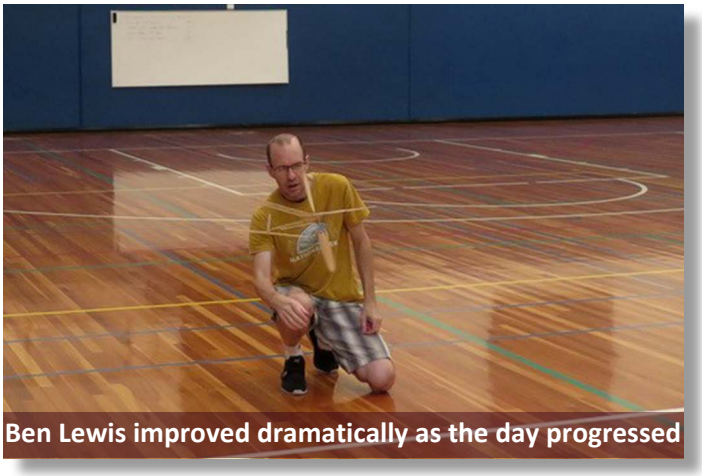
But John Lewis had some lucky bounces



Larry Brownlow put in one excellent flight



Ben Lewis initially struggled with a fast climb


Ben Lewis improved dramatically as the day progressed

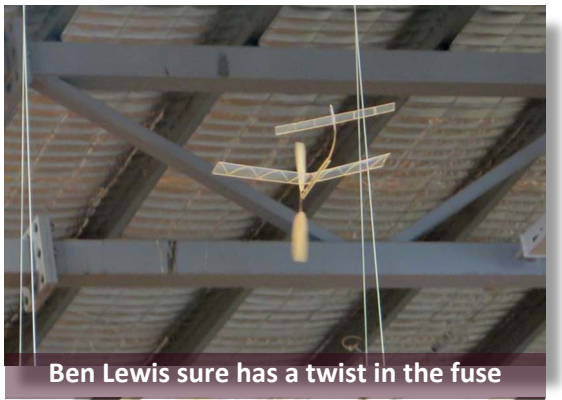

John Lewis had new rubber, but that wasn't enough


Hang-up damage impacted Larry Brownlow's good scores


John Lewis (above) chases Larry Brownlow

John, Ben and Ron to fight over 3rd place. John's model went out of trim but after a couple of low scores started to get better times around four and a half minutes. Ben too got his model to go much better later in the day ending up with a couple of times over 6 minutes. Larry was getting hung up and eventually his model was damaged severely while being retrieved. Brian's scores dimensioned but his first two were good enough to place him ahead. John's final flight was just over 6 minutes giving him a respectable total. Ron was unable to threaten the rest of the field but had fun hitting rafters.

So, in the end Brian was the winner, Ben was second and Larry third with less than a minute between first and third place. EZB is certainly not easy so having five competing was a good start to the 2025 Indoor season. Next event is Delta Dart - a much easier model to build and trim.


Ben Lewis sure has a twist in the fuse


John Lewis has a more open turn


Ron Munden heads for the ceiling again


Larry Brownlow will save it for next year



EZB winners: 3. Larry Brownlow 1. Brian Taylor 2. Ben Lewis

F1L RESULTS

Name	R1	R2	R3	R4	R5	R6	Best 2 Total
Brian Taylor	**5.24**	**7.36**	4.44	5.18			13.00
Ben Lewis	1.40	1.43	5.05	**6.12**	**6.22**		12.34
Larry Brownlow	4.24	**7.21**	**4.49**	3.55			12.10
John Lewis	**5.18**	1.27	2,57	4.23	4.25	**6.03**	11.21
Ron Munden	**2.15**	**1.57**					4.06



Another great day's flying at indoor with Delta Dart attracting 5 entries.

Ben was in the air first taking an early lead with his first two flights. John was hung up on his first flight but took the lead with his next two flights. Larry took a while to get his two models performing but after a few low scoring flights was challenging John's lead. Brian made a few average flights but then spent the rest of the day trimming his Peanut scale models.

Van arrived mid-way through the session and entertained us with his roof hitting model. Ben was able to clear one minute on most of his flights but not much more. Apart from getting hung up on a couple of flights, John was one or two seconds ahead of Ben's times but managed a couple of high scores over 70 seconds. Larry too had one score over 70 seconds but couldn't manage another 70 plus score.

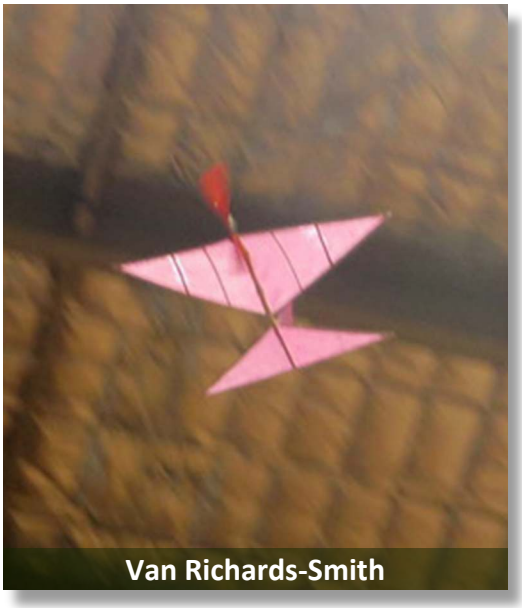
The final best 2 scores had John first, Larry second and Ben third. Van only recorded 2 flights and ended up only 3 seconds behind Brian. Delta Dart times are much closer than other rubber duration classes where a few seconds decides the places. They are a simple robust design and provide lots of fun. Hope we see more people having a go next year.


Larry Brownlow

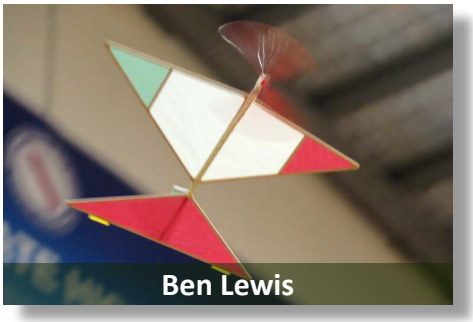

John Lewis


Ben Lewis


Van Richards-Smith


Van Richards-Smith

Name	R1	R2	R3	R4	R5	R6	Best 2 Total
John Lewis	30	66	**71**	36	68	**77**	148
Larry Brownlow	29	54	22	**65**	57	**72**	137
Ben Lewis	48	**64**	62	**64**	63	63	128
Brian Taylor	**52**	43	**45**	41			97
Van R-Smith	**47**	**47**					94


Ben Lewis


John Lewis


Brian Taylor



Top Chinese F1C flyer Yuan Gao

Albert Fathers, Craig Hemsworth, Graham Maynard, Len Surtees, Kathy Burford and I represented Queensland at the 2025 AFFS Champs. Entries, wind speed and grass were all in the low numbers. At Narrandera, light conditions suited F1B and F1C flyers, and the F1A flyers elected to straight tow. I reckon the grass was at its shortest in over a decade. Models were easily seen in the grass. Vehicles were once again able to drive along the fence line roads, making retrievals faster and easier. Sadly, only two international flyers attended – Kiwi Dave Ackery and Yuan Gao from China.

The majority of the competitors stayed at the caravan park with others at Morundah accommodation. Chinese F1C flyer Yuan Gao stayed in town with Bruce Hao, the NSW F1B flyer. My own fitness was compromised due to a hard fall I took three days before the Widgiewa Cup, affecting my flying and photography – well that's my excuse. I didn't see it coming, it was a blackout.

Only Albert Fathers and I flew at Narrandera, both in F1A. Still recovering I only flew one round in the Widgiewa Cup (to see if I could launch). Well, my R4 launch went into lift and the tail didn't fully pop. The GPS said 1,200 metres and this number rapidly increased as the model kept climbing and drifting away. 2,000, 3,000 and 4,000 metres came up over the next 10 – 15 minutes, and then Kathy lost it in the binos, at 5,000 metres. We had a good line and headed off to waste the next hour looking for it by car, not believing any reading pointing back to the flight line, thinking it may have been a prior flight. Returning to our senses we went back to the flight line to get a reading on the GPS at 3,200 metres, on the line that Kathy had previously noted. Luckily this was towards the road and we were able to save time and leg power by driving to a spot on the road that said it was now only 800 metres away, and it was! It was a painful retrieve with my ribs preventing any sudden movement. I couldn't have got under the fence on my own so Kathy helped with me while I carefully wriggled under the barbed wire.


Albert Fathers loads up the launch

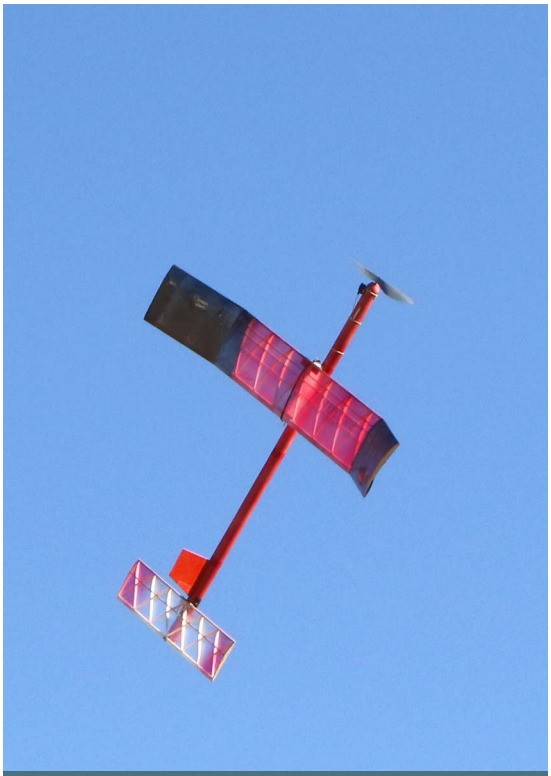

Malcolm retrieving his flyaway model

F1A winners


Widgiewa Cup


AFFS Champs


Southern Cross Cup


Terry Bond chases Vin Morgan in P30


Super recovery vehicles - fat-tyred electric bikes


Len won CLG and Kathy placed third

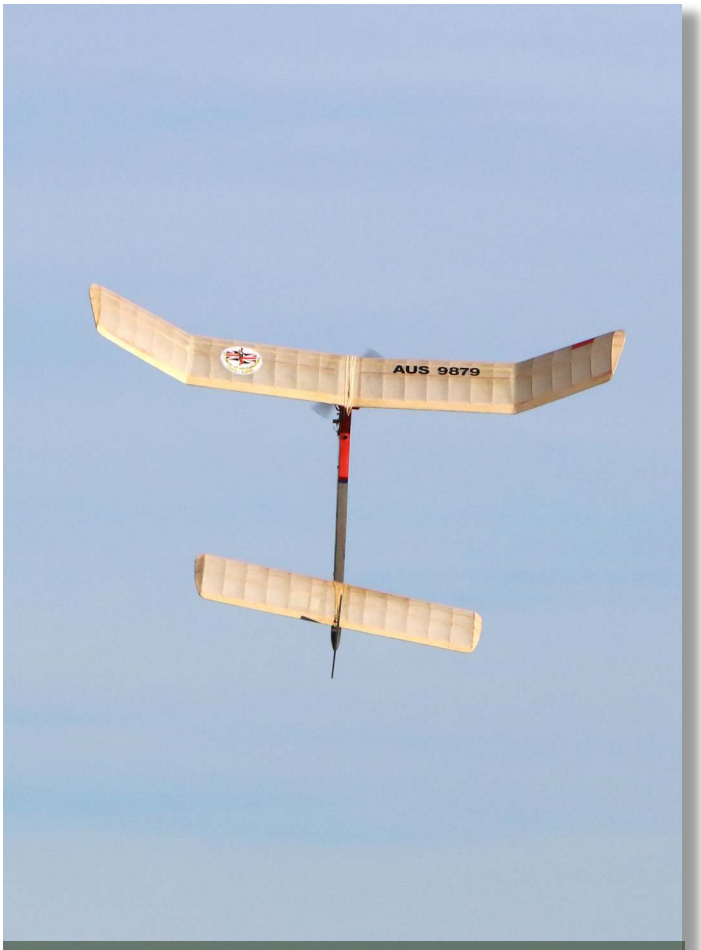

Kathy Burford with her CLG


Happy E36 winners, Natalie, Michael and Malcolm

Albert did exceptionally well with his SHOK, with two first places, one a maxout followed by a 2-way FO the next morning in the Widgiewa Cup, but he had to sit out half of the AFFS Champs with leg pain. I was 10 sec short of a maxout in the AFFS Champs, winning that one convincingly when Ian Haigh dropped his final flight. Albert finished well clear in the Southern Cross Cup. I was doing well in the SCC until my R4 flight crossed a drainage ditch and the closest we could get to it after driving one of the fence lines was 1 km, each way. We rushed back to the flight line assembled another (untrimmed) model and crashed. I love flying F1As but it's challenging flying against LDAs that bunt off at 90 – 100 metres.

After five years' service, the current management team stood down at the **AGM**, where the new committee were welcomed in. I think they will do well.

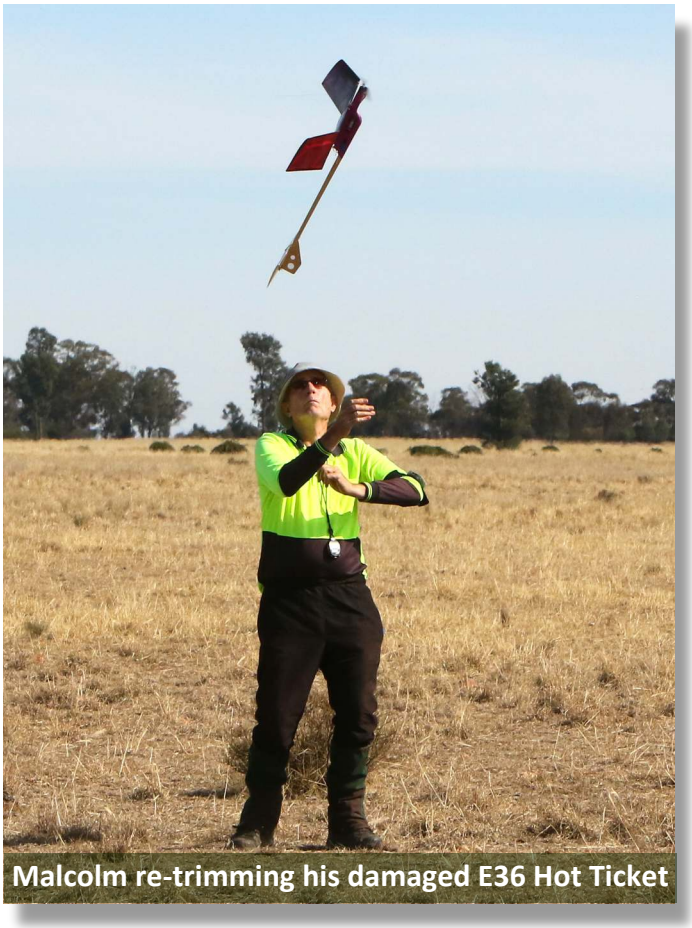
West Wyalong hosted the AFFS Minis and Combined events. For lovers of Dixielanders and balsa power models, there was lots to see. Graham Maynard said "Goodbye" to his well-trimmed OS 19 powered Dixielander as it emptied its tank while executing a copybook power pattern, in lift – the Perfect Storm. Vin Morgan also lost his old Deuzio



Graham's final Dixielander flight

coupe when he, of all people, forgot to turn on his tracker switch! Len had an amazing recovery, finding one of his CLGs over 1 km out during a 2-hour search.

E36 is extremely popular in NSW with the E36 event attracting nine entries. The Combined % event had six



Malcolm re-trimming his damaged E36 Hot Ticket

E36s in the thirteen entries. I got into the 4-way fly-off for E36, placing 3rd, and Kathy was in the 6-way Combined % FO, an event she should have done well in, only to be punished by a cold battery that prevented the motor from starting.



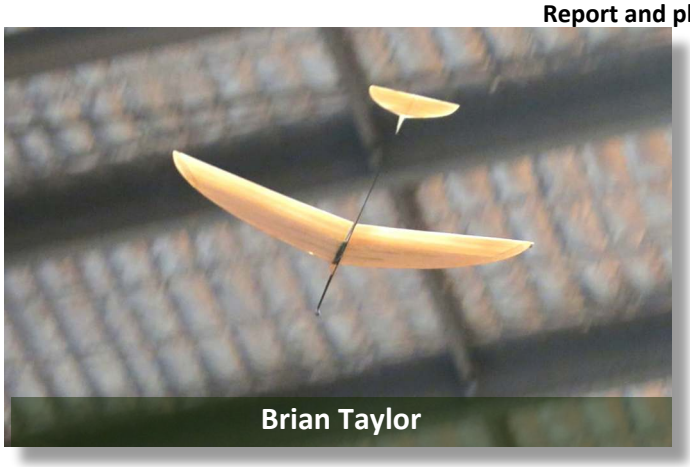
Len Surtees, honing his F1H skills

Len Surtees continued to learn his F1H and had a couple of good flights. Graham also did well in P30, placing third behind Vin Morgan and Terry Bond and ahead of Ian Haigh and Dave Ackery - quite a talented field.

Kathy Burford deserved her 3rd place in CLG, behind Len who maxed out ahead of Ian Haigh. Len also blitzed the HLG field with a convincing win. I came home with a few broken CLGs, something I'm not used to.

Indoor Hand and Catapult Launch Glider State Champs 2025

Report and photos by John Lewis


Brian Taylor


Ben Lewis

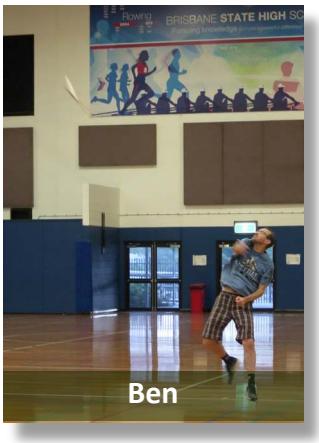
We had 5 people flying their lightweight hand and catapult launch gliders with John's next door neighbour Ian Hay timing the flights.

It was windy and raining outside but inside the hall we had the best day I can remember for this event with well over 100 flights recorded. Best times were 39 seconds.

With no rubber winding involved participants were ready for their next flight moments after their model landed. We were lining up with the only delay being the time it took to record the previous flight. I don't think the time keeper has ever been that busy before.

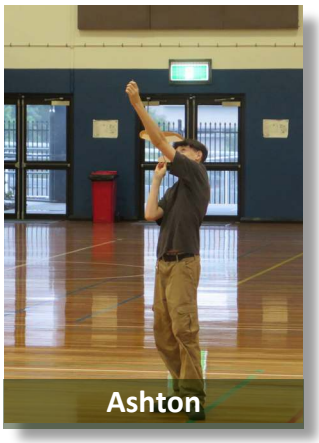
John began with his newer larger catapult glider and recorded consistent times just over 30 seconds. Brian's times were one or two-seconds ahead of John but as the afternoon wore on both increased their times by a few seconds. Ashton had inherited his older sister's small catapult glider which needed re-trimming with a new replacement tailplane and fin. With constant persistence Ashton's times improved considerably but not close enough to threaten John and Brian.

Len and Ben are generally out in front and once again this was the case. Ben still hand launches his model however Len tried both his catapult and hand launch models getting the best results from his catapult model. Late in the day Ben was a couple of seconds ahead with a top two scores of 39 and 38. Len persisted and managed a 39 but was still short until he achieved a second 39. Meanwhile John changed to his smaller catapult model and edged ahead of Brian's scores with a 35. After trying a different launch position and increasing the rubber tension John achieved his best ever score of 38 and was congratulated enthusiastically by the Great Len Surtees. It was a day of friendly rivalry with everyone helping each other to achieve their best result. Truly a day to remember and a great reminder why we fly model aircraft.


Ben


Len


Brian


Ashton

Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	Best 3 Total
Len Surtees	24	36	32	36	**38**	32	35	**39**	**39**	116
Ben Lewis	32	36	38	35	**37**	33	**38**	**39**	36	114
John Lewis	31	30	32	30	33	**35**	**38**	**35**	34	108
Brian Taylor	31	32	**33**	30	31	**33**	30	32	**34**	100
Ashton Lewis	15	17	17	23	**25**	20	**28**	**24**	20	77

Trimming Day

18 May 2025

Report and photos by John Lewis



Mark Armour's eCoupe





The previous trimming day on the 4th of May was cancelled due to the predicted wind speed. However the weather forecast looked really good on the 18th and although there was around 3 m/s wind between 8 and 9 am it then settled down to virtually no wind by 10am.

Mark and Max were there early and got ideal conditions up till 8am. Mark had converted one of his coupe models over to electric and wanted still conditions to experiment with low power and different propellers. John, Pieter and Julie arrived around 8 am. Pieter flew his conventional rubber powered Coupe model that went really well then played with a few small rubber models. John experimented with the thrust setting on his P30 and was eventually happy with it. John also had a couple of test flights with one of his electronic F1H models to test changed launch settings. John probably should have tested the glider first when there was more available wind but in the end it was a successful outcome. The cows were positioned on the other side of the fence so we didn't have any inquisitive animals nearby.



Mark continued to increase the motor run and power on his model but it became a bit unstable so he is considering trying a set of shorter wings he has. It turned out to be a pleasant relaxed day with the grass now down to an acceptable level. Julie looked after the boys supplying some bickies so we went home with pleasant memories and a full belly.



Pieter de Visser's 20" Jasco Spotter



Pieter de Visser's



20" Comet Fly Boy

F1A and F1B State Champs

DALBY 24 and 25 May 2025

Report and photos by John Lewis



The weather predictions leading up to the weekend at Dalby continued to improve with the wind speeds recorded each day close to the predictions. There had been a heavy shower of rain the weekend before but no more rain in the preceding week so it was hoped the black soil would have dried sufficiently. The only other concern was the report that half the field had cotton ready for harvest. John and Ben were encouraged by the prospect of light winds and on arrival Saturday morning found the paddock leading to the club house had been harvested. As luck had it most of their F1A flights were flown in Easterly winds with short easy retrieves by walking down the access road then into the paddock right or left for a short distance .It appears there was a light shower early Saturday morning so the black soil was keen to stick to the bottom of their shoes but by round 3 the ground had dried out. Being able to walk back on the road removed most of the sticky soil.

There was a bit of light cloud for the first round and a cool light breeze of around 2 m/s. Ben flew first after circling for a couple of minutes and made a good launch in neutral air to record a max. John straight towed rather than circle hoping to gain better height on his launch. Unfortunately he had set the climb phase too short and over bunted. Luckily the model settled down and hung on to record a max.

Ben's next 3 flights all went well but the last one landed close to the club house as the wind speed dropped virtually to zero. John's second flight had a much better launch but the air was poor and he was down under 2 minutes. John then decided to circle in the hope of locating better air in round 3 but the still conditions made it difficult to keep the model airborne. Eventually, John found marginally helpful air and managed to launch. Once again the air was not helpful enough resulting in another sub max.

After Ben's fourth flight the wind direction had changed to Westerly so John's fourth flight would no doubt land in the sea of white cotton crops. John's launch was good and so was the air resulting in a high max flight. Perhaps it was the strong thermal but the DT decent was a series of tight horizontal loops. The sort of decent that breaks booms landing on a wingtip. Still the model was unharmed landing with the cotton crop absorbing the landing. Although the model was unharmed John hadn't noticed the tailplane had been pushed out of its mount.



Ben's fifth flight involved 5-10 minute's of circling in fairly still conditions. Finally Ben decided to launch but as he loaded up the model the lift died and Ben launched with the tow line not unlatching. As the model circled overhead the tow line remained out of reach. Two and a half minutes later the model lost some altitude - just enough for the tow line to snag on the cotton. This brought the model down safely on to a cotton wool landing. Untangling the tow line in the crop was a bit tedious though. There was no mistake with Ben's next flight that got away in strong lift to easily max.

The fifth round drama continued with John finally noticing his tailplane was not seated in its aluminium post. Since he had attached the lines etc John hoped he could click things into place. Big mistake as his launch gained good height but the bunt failed to kick out and the model dived straight into the nicely mown turf below. Luckily the model survived fairly well but will need some workshop repairs. John decided to resort to his old Fish head zoom model he hadn't flown for years for his last flight. Generally this model is a windy weather option and John was aware of the different launch technique but like Ben didn't unlatch the towline in the light conditions. So incredibly we had another model flying away with a towline attached. Ben was able to catch the line and bring the model down

safely. Like Ben, John made sure the model was unlatched next time and got away in a good thermal. Both models had gone deep into the cotton with four and a half minute flights. Luckily the dirt access road though the cotton rows allowed for an easy path though the rows of cotton . Then it was just a matter if selecting the correct row using the tracker to walk down.

A fairly easy day till the last round but we did discover the easy way of negotiating the cotton crop.







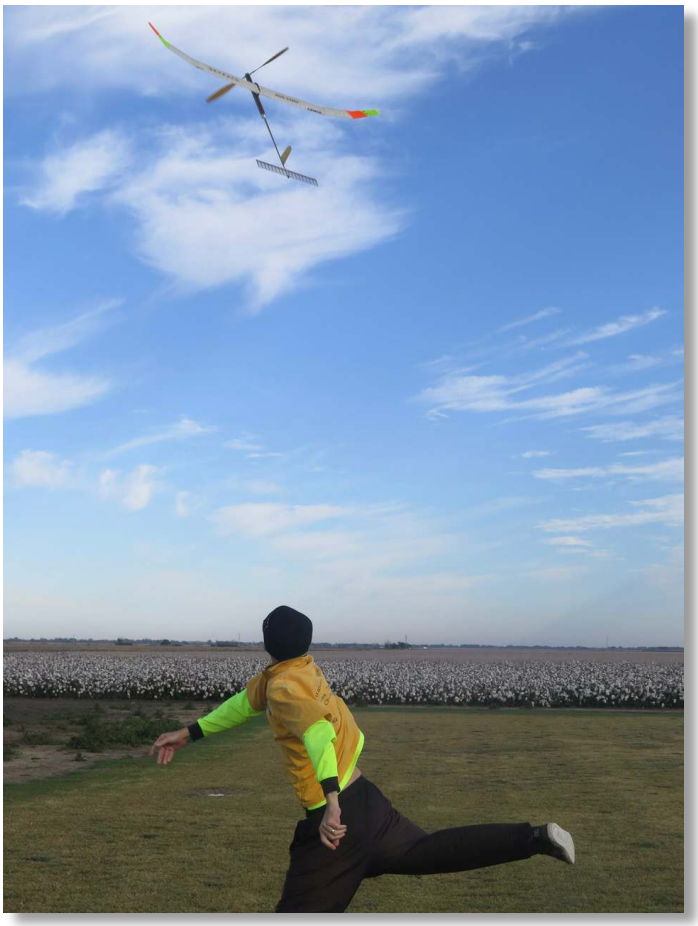
Name	F1	F2	F3	F4	F5	Total
Ben	180	180	180	180	180	900
John	180	115	147	180	180	802





The wind forecast for the Sunday was even better and on arrival at 7am the wind speed was registering zero. Once again, we had a light Easterly wind at 8am and both John and Ben easily maxed their first round with a short easy recovery.

However, by round two the wind direction had reversed and now recovery would be in the cotton. John had decided to use his 6 panel fly-off model due to the



predicted light conditions but now with a 2 m/s breeze and some thermal activity his model suffered from being set too close to the stall and sub maxed. Ben was also flying a different model that was still requiring some minor trimming adjustments and although he too developed a slight stall, he easily maxed.

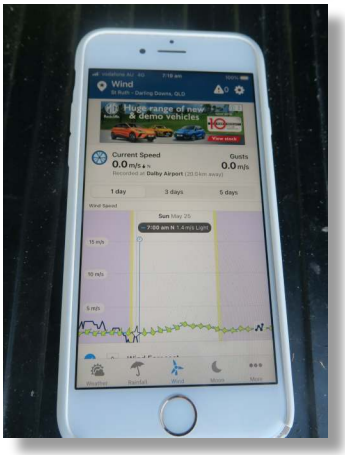
By round 3 the wind was still Westerly and was around 3 m/s with more turbulent conditions. John's model suffered again after flying into sink for a poor score but Ben was still maxing picking better air. Round 4 Ben gained good height but developed a stall and although his model eventually regained level flight he was 15 seconds short. John had decided to make some trimming adjustments to better suit the conditions however his model was still not handling the conditions well and sub maxed again.

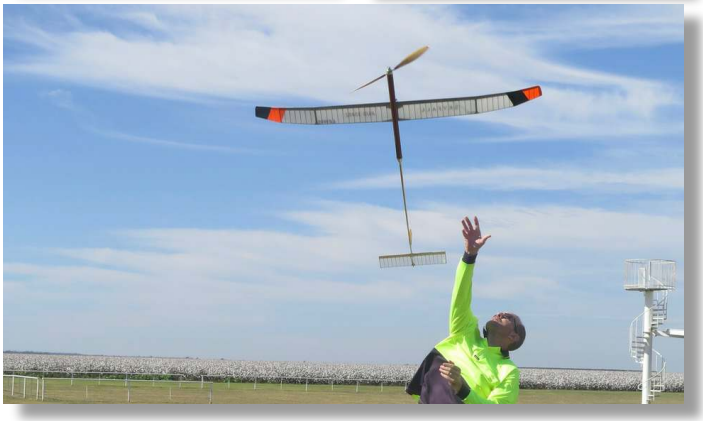
With the wind now hovering around 4 -5 m/s at times there was the occasional lull. John at last had re-trimmed his model with the tighter glide turn and less elevator and managed to find a helpful thermal ending with a high max. Ben too had a high final flight also over 5 minutes. Both models went a fair distance across the cotton crops but fortunately the access road provided a long but fairly easy retrieve. By the time we returned the Dalby club members had left so we relaxed with a Pepsi Max and a bag of potato chips under the shade of the parking lot trees. No broken or lost models but tired legs after the last flight.

Although Sunday's prediction went well below the actual mid-morning wind speed it was nevertheless a good but tricky day for flying rubber models. Last year's F1B event had better conditions but certainly this year was a lot better for F1A.









Name	F1	F2	F3	F4	F5	Total
Ben	180	180	180	165	180	885
John	180	159	110	132	180	761

MALCOLM IN THE MIDDLE (of the dam)



Contemplating the possibilities

Coominya can be a tough place to fly when the weather turns nasty, but no one was to know what a hazardous situation would befall the hapless club members today. Young Albert was primed to fly catapult glider because he liked the event and had a model that flew really well. The wing fell off it last year but he had diligently fixed it and was looking forward to cleaning up this year. But the wing had fallen off again, so he wasn't happy, muttering something about old glue.

Uncle Dessy always tries hard in catapult. He might be old but he is very strong and he stretches the rubber such a long way. He's read lots about these models and he tries hard to be successful. He wasn't happy when his model came down almost as quickly as it went up. But he didn't give up, he just tried Harder. This is what we like about Uncle Dessy, he's competitive but he is always looking at the fun side too. When his model recorded a good score he was happy and when it didn't he still laughed and smiled – he knows how to have a good time. Uncle Dessy recently had been to hospital and was wearing glasses that looked like welding goggles. Young Albert said Uncle Dessy told him he could see thermals with them. That might have been so if the glasses were clean but they mustn't have been. He didn't see any lift with his first model so he switched to another older and bigger glider, and he went worse. Uncle Dessy would have to process this before next year's event and not be caught out again. He always learnt from his mistakes.

Doc Maynard tried hard to be up there with Uncle Dessy. His model would occasionally fly so high and show real promise then it would misbehave. He said it needed more trimming. Being an old army man he failed to tolerate its misdemeanours and confined the model to barracks. President Johnny didn't fly because he got lost in the fog driving to the field – or so he said. He didn't even take a model out of the box because he was afraid they might get damaged by the strong wind. Johnny builds very good models and protects them in boxes that cost more than the models; maybe all the models on the field, and Young Albert's car. So he was happy to walk up and down the flight line and reminisce about his holidays in foreign countries.

Snap happy Malcolm always tried hard in catapult and wanted to win, but Sweet Kathy often has plans of her own that can sabotage him. Because Sweet Kathy flies the same planes. All too often Sweet Kathy has snatched the win in late flights. Snap Happy Malcolm always encourages her because he is happy when she wins. But this year he reckoned it was his turn to win. Now Sweet Kathy had seen a new-fangled gadget that was made by a very smart flyer from Victoria. She reasoned that one of these little boxes on a pole that could pick good air from bad air might be a decent thing to have so she ordered one for his birthday. No wonder he likes Sweet Kathy, although she was sure he would let her use it too. So the thermal hunting box was mounted on a pole before they flew.

If thermals were coming through they were on express trains and the little gadget's needle was sweeping rapidly back and forth across the dial. Even Uncle Dessy, who loves gadgets, took an interest and launched hurriedly when the needle said "good thermal". Whether it was the little black box or not, Kathy and Malcolm both put up good scores to take the first two places. And then disaster struck.

Coominya has some scary places, like The Black Forest and The Bridge but it also has a place that could be deadly. The murky brown dam with soft mud edges and a seemingly bottomless middle was where Malcolm's model landed on his last flight. Last year, our fittest flyer Speedy Craig had to strip off, twice, to retrieve his little balsa glider from murky waters. But he wasn't there this year so Malcolm had to devise his own recovery methods. Now President Johnny had a box of tricks even TV's MacGyver would have been impressed by. He called it his Model Retrieval Box, and he was eager to try it out again. It had worked in a tree so he reasoned it would work pretty good in a bottomless dam.

Malcolm had started to strip off (just like Speedy Craig but not as appealing) although Uncle Dessy had warned against this. He said the gooey mud would swallow his feet and he would be trapped, unable to move, and drown. He said don't go in – Uncle Dessy cared for people. But he also proposed Sweet Kathy change into a bikini and swim in herself to get the model – the old fox. Doc Maynard had suggested all sorts of evil infections awaited anyone who stepped into the water. And President Johnny was urging Malcolm to strip off because he had his camera ready. President Johnny liked taking unexpected photos – he did this all around the world and had a reputation. So it looked like Malcolm was going to swim in to get his model before being whisked away to hospital with all those infections Doc Maynard had so knowingly warned about. And later John's photo of him would end up as the BFFS "centrefold". Thankfully, another option was about to present itself.

Sweet Kathy, who had been observing the unfolding disaster, softly said "*Grab the barb wire fence and shake it*". Malcolm did and the model moved away from the fence. He shook it again and the model flipped over the wire into open water and was free. The westerly wind then steered it towards the eastern bank where Snap Happy Malcolm and Sweet Kathy retrieved it, undamaged and ready to win again.

So the little band of flyers had avoided the dangers of the treacherous dam, Snap Happy Malcolm had not ingested any foul muddy water, Doc Maynard was not forced out of retirement and Speedy Craig remained the only club member brave enough to swim in and retrieve models from the murky waters.



Free at last, to fly another day

Coominya has its fair range of surprises. Maybe that's why we enjoy going there. A few years back, ex-Club Treasurer Dale Jones involved a group of enthusiastic members who saved her from a nasty accident involving Smart William's Big Red Car. This is a "Must Read" story that will appear in the next edition of the BFFS Digest.

DO YOU HAVE AN ARTICLE FOR THE BFFS DIGEST?

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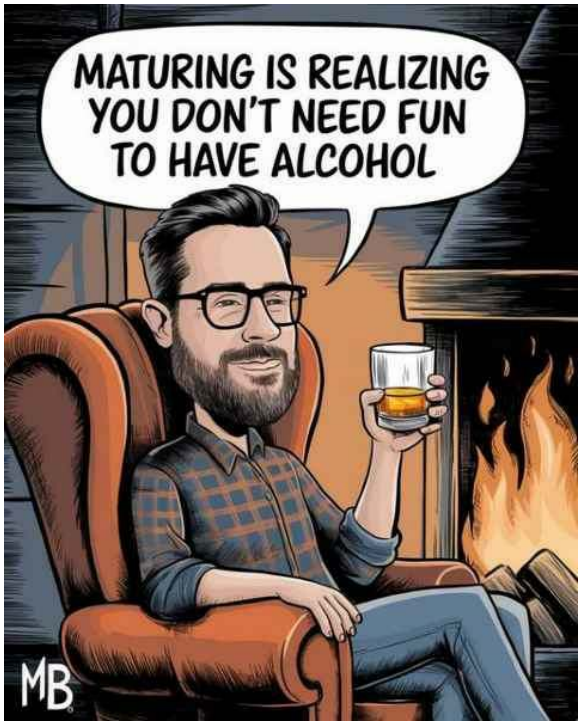
JOKES

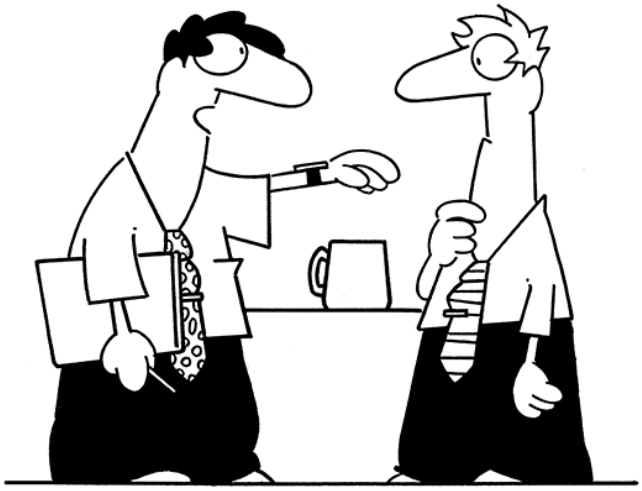
Believing a small group of billionaires are suddenly working tirelessly for the benefit of the working class requires a spectacular level of stupidity.



I was so suspicious and paranoid about my wife having an affair, that we moved to a new town 700 miles away.

I couldn't believe my luck when we still managed to keep the same gardener.





My new smart watch is amazing! It lets me see what time it is without taking my phone out of my pocket!



BRISBANE FREE FLIGHT SOCIETY

2025 Flying Calendar

Month	Date	Start	Events	Location
February	Sat 22nd	12-4pm	Bar-B-Que lunch & General Meeting	John's
March	Sun 9th	8-12pm	Club Day 2 min class models/trimming	Coominya
	Sun 23rd	8-2pm	F1H State Champs (5 flights) and E36 club event (3 flights)	Coominya
April	Sat 5th	3-6pm	Indoor - EZB	BSHS
	Sat 26th	3-6pm	Indoor - Delta Dart	BSHS
	Sun 27th	8-12pm	Trimming / Reserve Day	Coominya
	Sun 27th to	4thMay	AFFS State Champs & Southern Cross Cup Narrandera and W-	Wyalong
May	Sun 4th	8-12pm	Fun and testing day including E36	Coominya
	Sat 10th	3-6pm	Indoor HLG/.CLG	BSHS
	Sun 18th	8-1pm	Trimming / Reserve Day	Coominya
	Sat 24th	8-1pm	F1A State Champs (5 rounds, R1 240 secs)	Dalby
	Sun 25th	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
	Sat 31st	8-1pm	Reserve F1A	Dalby
June	Sat 1st	8-1pm	Reserve F1B	Dalby
	Sun 9th	3-6pm	Indoor - Hanger Rat	BSHS
	Sun 15th	8-1pm	F1G State Champs (5 flights)	Coominya
	Sat 28th	12-4pm	Bar-B-Que & AGM	John's
July	Sat 5th	3-6pm	Indoor - P18	BSHS
	Sun 13th	8-1pm	Scale State Champs & Open Rubber State Champs	Coominya
	Sun 27th	8-1pm	Club testing, P20 & 2 Min event (all 3 flights)	Coominya
August	Sun 9th	3-6pm	Indoor – Peanut Scale	BSHS
	Sun 10th	8-1pm	Mini Power & QDP (3 flights)	Coominya
	Sun 24th	8-1pm	E36 State Champs (5 flights)	Coominya
September	Sun 14th	8-1pm	P30 State Champs (3 flights)	Coominya
	Sun 28th	8-1pm	F1J State Champs (5 flights)	Coominya
October	Sun 12th	8-1pm	HLG, TLG & CLG State Champs	Coominya
	Sun 26th	8-1pm	100gm coupe and A1 Glider (each 3 flights)	Coominya
November	Sun 2nd	8-1pm	Reserve day	Coominya
	Sun 9th	8-1pm	Col's Vintage Rally	Coominya
	Sun 16th	8-1pm	Club fun and testing day	Coominya
December	Sat 6th	12-4pm	Xmas party and prize presentation	John's place

FIRST DUTY OF THE KEYMASTER ON FLYING DAYS Text Jesse 0417 077 781 "*BFFS on the field*"

2025 FREE FLIGHT CALENDAR

Ver 6 as at 23 May 2025

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