

The magazine for all those who love Free Flight

THE BFFS DIGEST

September 2022



In this issue:

- ★ *E36 State Champs*
- ★ *Scale State Champs*
- ★ *Indoor Hangar Rat*
- ★ *Indoor P18*
- ★ *Indoor Peanut Scale*
- ★ *Construction Corner*
- ★ *2022 Flying Calendar*



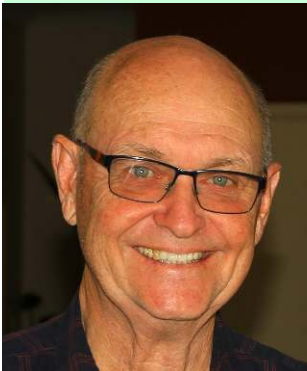
It's still there, so please take care!



COVER PAGE:

Australia's oldest outdoor free flighter Des Slattery launches his McCoy 29-powered Playboy for a flight that had us all guessing where it was going to land. The full story is in this Digest. Des only had four planes to fly that day, and he did!
Photo by Kathy Burford

PRESIDENT'S REPORT



Certainly its been challenging trying to run our outdoor free flight events this year with flooding, wind and rain as well as the long grass that now covers most of our regular flying site. We are fortunate we gained the use of Tony's (the pig farmer) paddock that has both short grass and is well above the water line. Tony's paddock is ideal for testing with easy access but is limited in terms of wind direction and is close to power lines and adjacent properties.

For this reason we decided to use Jessie's paddock to run our recent E36 event. The long grass is starting to be harvested for cattle feed and, although the perimeter access is a bit rough, the flights on the day required the extra space. It was pleasing to see nine entries in this event and it appeared that everyone enjoyed the opportunity to fly in light winds for most of the morning and the pleasant temperature.

Hopefully the water will continue to recede around our regular lying field and the grass will soon be fully harvested. We have a fairly packed flying calendar for the rest of the year so there are still many opportunities to fly your favourite models.

After some initial difficulties getting indoor dates confirmed we ran our full indoor calendar for the year with a small group of enthusiastic competitors.

FEATURED IN THIS ISSUE:

President's Report	2
Secretary's Report	3
Club Rubber Day.....	4
Club Fun Day + P20.....	5
Scale State Championships.....	7
Power trimming day.....	9
BFFS Spy.....	10
E36 State Champs.....	11
INDOOR	
Hangar Rat	15
P18.....	17
Peanut Scale.....	19
GPS assisted Off-field recovery.....	21
Construction Corner.....	23
Jokes Page.....	24
Calendar.....	25

There is plenty of space at Coominya with two fields available to test your models regardless of what event is on the program so come along and make the most of your flying opportunities.

John Lewis

In Loving Memory

Cedric Albert Zischke

14th November 1927 ~ 28th June 2022



11.00 am Wednesday 6th July 2022

SECRETARY'S REPORT

It has been a difficult year for free flight, and we all know why. COVID, floods, crops and bad weather have contributed to this being one of the leanest BFFS free flight calendars, except for Indoor. With the reserve days still on the calendar for 2022, we may still be able to insert the events that were postponed earlier in the year.

Thankfully, the weather gods have shined upon us on a few occasions recently and now, with two fields to choose from, things are looking up. Jesse has started to crop the grass and, with warmer weather coming, this is a really good sign for us.

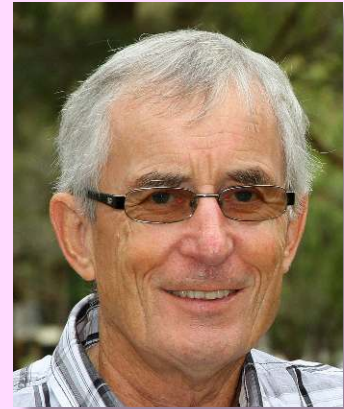
Sdaly, Jesse said goodbye to his father Cedric Zischke in June. Cedric was 94 years old. Having flown on his field for over 14 years, the BFFS owe a lot to the generosity of the Zischke family.

In August we lost another occasional Australian free flyer. UK flyer, David

Brawn, visited our shores from time to time, having a holiday home in Brisbane. David used to get in touch with me from time to time and in July he forwarded an article to me on GPS retrieval techniques. It is printed in this edition.

Speaking with John Cooper I learnt David's passing was quite sudden as he had seen him only a few weeks earlier and said he looked fit and well. Brian Lavis (UK's oldest F1H flyer) had drinks with him a week before he passed. It seems he developed a sudden back pain and that was all that is known so far.

The Team Selection events at Dalby have been rescheduled twice because of delayed cropping caused by floods and nuisance rain. Cropping has commenced so, when we get an estimate as to when the field will be clear of stubble, the trials will be rescheduled, possibly to 6th - 9th October.



With a wetter than usual Spring predicted, it's difficult to be certain of any outdoor event.

*Cheers,
Malcolm Campbell*



IS THIS AUSTRALIA'S OLDEST ACTIVE FREE FLIGHTER?

Des Slattery turned 89 last July. I wondered whether that would make him Australia's oldest active free flyer? So I checked some people who would be "in the know".

ROY: *I reckon he most likely is, I don't know of any other.*

VIN: *Here in Vic, the VFFS is fairly good at "old". Don Boughton is quite active – open rubber, P-30, Coupe as well as indoor. But he is only 83. Darien Cassidy is 89. He comes to meetings but has not appeared on the field for a while. And then there is that Leigh Morgan who has been flying as recently as last week...*

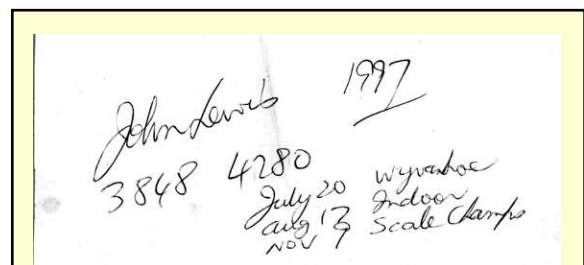
LETTERS TO THE EDITOR:



Hello Malcolm. The Digest has risen above all the bad things happening in the world with lots of great stuff, obviously there's no keeping aeromodellers down. A great job as usual. John and Kath French.

Thanks a lot, Malcolm
The pleasure of reading the digest is still brand new!

Frederic Nikitenko (FRA)



Tidying up the other day, I found this little note. It marks my first contact with an aeromodeller that heralded my return to this great hobby 25 years ago. I first met John Lewis in 1961 - a friendship that's lasted over 60 years, with a 35 year gap!

Club Rubber Day

Coominya 29th May 2022

Report and photos by John Lewis

On arrival Mark was on the field but parked against the fence line near the lower dam.

Due to recent rain the ground was soft and he wisely decided not to chance his luck trying to drive to our usual launch site. John, Des and Mati arrived soon after 8 am. John put his drone up and the aerial photos showed the extent of the water which is partly surrounding our flying site.

Since the very light wind was blowing from the West, any flights would cross the road so we decided

not to fly. Mark had made a few trimming flights earlier in the day when there was virtually no wind by walking into the paddock.

As 9 am approached the wind had picked up confirming flying was not viable. Mati had a few diesel engines to test on his impressive running in stand. Des provided a table and we were treated to the glorious sound and smell of a Mills 1.3 motor chirping away. The wind continued to increase so we decided it was a better day for building than flying and left around 10am.



Mati's neat engine stand

OUR NEW FLYING FIELD

The land is gradually drying but it may still be six months to a year before it is back to normal. If it's still wet when the wet season starts, we'll be back to floods again. It is so fortunate that Tony has allowed us to use his paddock at the top of Banool Road.

Competitions may prove difficult with the curve of the block but it is quite a large field and wider than it appears. It's the best we have and we'll just have to make it work. Overfly land in three directions is pretty good, but not when there's a wind with a southerly influence. That takes us to the forest and Atkinson's Dam beyond.

Of course, Jesse will one day harvest his grass crop and we can move back when that happens.

Malcolm



Looking east up Banool Road. New field at end of road.



Looking south east. Our cropped field in bottom right corner.



Looking WSW, our field in the bottom plus so much water



Looking west with Kay's property middle right

Club Fun Day + P20

Coominya 5th June 2022

Report by John Lewis, photos by Malcolm and John



We tried out the new field on 5th June and it looks promising. Late last year, Malcolm organised access to the field with Tony the pig farmer who owns the land but, only after the heavy flood rains, did we take up the offer.

So, we all arrived at the gate together at 8 am to test it out. It was certainly a welcome improvement with short grass and dry land. The winds were very light and it was easy to keep a 2 min flight within the boundaries.

The field is longer than our other field, north to south, and that extra length could be to our advantage. It is quite wide at each end but the middle section is not as wide due to a fenced rental property at the top of the paddock. There are small dams at north and south extremities and north

over Watson’s Road are a number of trees followed by Atkinson’s Dam.

Six turned up to fly with most happy just to trim and test. With Malcolm leaving early, there was no Walking Scramble but John and Des flew a little P20 contest. Mark tested his 100 g coupes, Craig had some great flights with his P20 and P30 and Mati flew a Pacific Ace sports cabin model. No one flew out of the paddock but Craig lost and found his P20 before really losing it later in the morning, with no ID on it, and no timer fitted. Mark enjoyed it so much he was still on the field at 11 am. He usually starts very early and leaves early so everyone was making the most of the good conditions.

The P20 contest only had two entries, and it had a high time for the first flight. This was where it was



Craig Ferguson’s P20 flew well



John Lewis trimmed his P20



Des’s Lime E has a great glide



Malcolm trotted out his Bugaboo



John flying his P20 with a water view!



Looking south east

John's drone captured the lie of the land and shows what a good field we have to fly on, until Jesse is able to harvest his crop.



Looking north east



Drone view of the flight line and Blind Gully Road



Looking down to the flight line from further up the paddock

won, with Des putting up the better first flight score. Both John and Des had very good second flights in good air and John should have maxed his final flight but the stab wasn't seating correctly. No one flew off the field and Des was happy to take the prize. John took his P20 and CLG home for improvements.

Malcolm put up five 2-minute A1 flights with his Aiglet and five 1-minute flights with his Mills .75 powered Bugaboo – in all, ten flights in 1 hour 20 mins. Kathy and he rushed away before 10 am for a city lunch appointment.

Des wasn't done after P20, pulling out a little Mills-powered sporty and later his 1/2A based E36 (Lime E). Mati also took up his RC-assist Tomboy for some good flights. John's classic drone photos really accentuate the amount of water lying around the Lockyer Waters area, water that will take months to dry.

So, by the time you read this, we will have had more time on this new paddock that seems very suitable for trimming and flying small models.



Looking south, a wide angle view makes it look vast



Looking north, the trees and Atkinson's Dam are not too far away.



Malcolm's happy Bugaboo cruises by



Mark launches one of his coupes



A serious stooze for a little model



Mati's Pacific Ace sports model



Mark's coupe glides silently by

Scale State Championships

Coominya 10th July 2022

Report by Malcolm Campbell, photos by Kathy Burford



Sunday 10th July was just perfect for us, flying on the new paddock. Eight of us were ready to go by 9 am – John Lewis, Des Slattery, Graham Maynard, Mark Armour, Craig Ferguson, Ron Munden, Malcolm Campbell and Kathy Burford; some were already flying. It didn't take long for the winter chill to fade as the sun warmed the cloudless blue sky.

Mark had arrived well before we did. He likes to do serious testing at sun-

up. He was working on Coupe #8 and he was happy with his progress; his models all have supremely slow glides. The competition for the day was the Scale State Championships. Sadly, only two fronted for the competition. Des had trouble starting his Avro 560 but once in the air, it rocketed skyward in a tight spiral climb, the Barbini screaming with delight. Des made sure there was enough fuel to give him "height of the

day", so he could get the most of the model's wide and flat glide. It started to stray out of the field but eventually the little Avro headed back towards the road. Des felt that's where it would crash but it was coming back to the field, narrowly missing powerlines and then the perimeter fence. It landed safely not far from where it was launched.

Malcolm's Piper Cub J3 was more serene, putting in several really nice



Des launches his Avro 560



Malcolm launches his Piper Cub



A good view of the little J3



Cub's are great little flyers



Drifting by on low turns



Mark launches his coupe



Early trimming of Graham's new F1G

flights although the first one glided into Des's little Caddy, striking the awning carrier rack with a resounding whack, damaging the leading edge (of the plane, of course). Flight two was great under power but the glide circle was still too tight. Opening out the turn the model climbed away beautifully with a nice flat glide to finish off a decent flight. The main complaint was the model flew a little fast under power, but that's what happens when you get carried away with too many coats of paint!

Des and Malcolm then went on to test their E36's. Des had his own design and also a modified Limey, and

they both flew well, with floating glides. Malcolm debuted his Hot Ticket HTL model. He was glad of the RDT on a couple of early flights but the model responded well to trim changes with a rapid climb and good glide. Unfortunately, he only had two charged batteries so further trimming will need to be done later in the month.

John had his NEO 3-4 CLG to sort out and it looked like he's finally found a good trim for it. I think he also flew his little pink P20. Graham used the day to start sorting out his near new Ukrainian F1G.

Craig was flying his new P30, a kit from the USA with a thin carbon fuse, the rubber motor suspended below. It flew well from the start and Craig was pleased on a few occasions that the DT was effective! Ron came to help and Kathy took photos. It really was a great morning, and we called it a day around 11.30 am. The new paddock once again proved very good for our needs.

QUEENSLAND SCALE RESULTS:

1. Malcolm Campbell
2. Des Slattery

We need more entrants for Scale. Refurbish or build one for next year.



Mark Armour, Ron Munden and Des Slattery on a perfect day



Malcolm sorts a new E36



And John tests his CLG

Power Trimming day

Coominya 24th July 2022

Report by Malcolm Campbell, photos by Kathy Burford

One couldn't have asked for a better day at Coominya; it was perfect. As usual Mark Armour was there for the early air but there wasn't much wrong with it when John Lewis, Kathy Burford and I arrived. Des Slattery and Mati Tabur turned up soon after with Gary Button the last to arrive.

John set to work trimming his P20 and later his P30 where a warped wing was tamed and both models ended up flying very well. Des had two E36s he worked on and Mati had a pretty little limited RC electric Tomboy that quietly cruised the sky.

John launched Gary's Seraph a couple of times with some trimming still needed.

I trimmed off my pretty mean E36. The climb was superb by the end of a dozen flights and the glide was almost there too. I was pretty happy with the model. Des flew his Linnett after his Big Playboy Adventure, mainly to demonstrate his RDT to Mati. The RDT is Des's his new favourite toy and he loves demonstrating it.

What is Des's Big Playboy Adventure I hear you say? Well, Des also had his Playboy fitted with a hot McCoy 29 Red Head on pressure - he wanted to scare us and he did!

With the motor barking, he hurled it into the waiting blue sky. It was the mean and tight left-hand circle that centred over and not much above the cars that had us initially worried but it



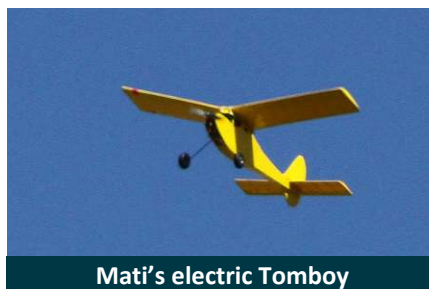
Malcolm was happy with his new E36



Des gets ready to demo his new RDT



Des's Linnett



Mati's electric Tomboy



Mark has many coupes to test



Gary Button runs up his vintage Seraph, John Lewis launching



Malcolm and Mark chat



Mati and John watch Des set his timer



Nice launch Des



Over-run?

gradually gained height. We were relieved but I think Des was starting to get concerned. But the flight had only just begun.

After about a minute Des assumed rightly that he hadn't set the timer, both for motor and DT. Thankfully the poor power pattern saved him because I think the engine ran for about 3 minutes. It was still pretty high when it stopped. We all hoped the glide would also be ordinary but no, it settled into a thermal sniffing glide, serenely moving up and down the paddock and over the roads, then

headed towards Atkinson's Dam and the intervening forest. Things looked grim.

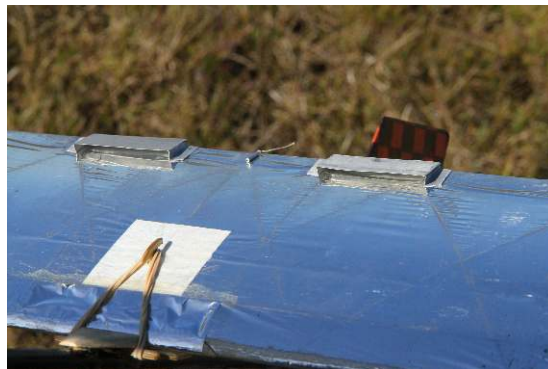
Thankfully, we never lost sight of it - but it was a flight that could have ended badly at any stage. And then it appeared to be slowly descending, and even gliding back towards us! After 15 long minutes, it settled softly into long grass on the neighbour's paddock. An easy retrieve and no damage. Dessy smiled.

All's well that ends well and we all went home satisfied after a great morning on the paddock.



Malcolm's E36 Joulebox DTs down

BFFS SPY



Des Slattery incorporated these mysterious slots at the TE of his E36 stab. A "Bob 11" tweak I've been told. And his flying surfaces now have upswept tips. Only 89 but still learning!



See the difference in these two photos? The second one didn't DT. Why? The wire arm caught on the servo housing and didn't move when the servo did. Lucky the air was average.



I saw the above at a Moree motel when coming back from West Wyalong. It's a giant agricultural drone with six motors on foldable carbon fibre arms. It is used for spraying crops and spreading fertiliser. Zoom in for a closer look, it's an amazing device that I'm sure our president would like to try out! It's a DJI agricultural drone.

E36 State Championships

Coominya 21st August 2022

Report by Malcolm Campbell

Photos by Kathy Burford and John Lewis



Ben Lewis launches while John Lewis times - the stakes were high in our most popular event.

It's hard to believe it but we've only had four outdoor competitions this year, thanks to COVID, long grass and excessive rain events. So, it was great to see nine club members entered in the very popular E36 event. E36 is serious stuff, so as the club photographers, Kathy, Malcolm and John, were pretty busy chasing thermals the cameras took a backseat. John, however, got some great shots.

We decided to fly from the low end of the old field, where the plough used to be and it worked well for the low wind speed and direction. The grass was still very long (a metre) over the majority of the field but there are sections that have been cleared so we utilised those as best we could when doing retrievals. To walk through the high stuff is hard work.

Peter Nash and Graham both spent a lot of time trimming their models

with Peter recording the only max. Both models climbed and transitioned well with Graham's model developing a stall he could not remove whereas Peter just wasn't finding the air. Graham only put in two timed flights and Peter stopped after his fourth.

Des's first flight was a long walk for him, when his model flew straight to the pig farm. Subsequent flights stayed in the paddock, with good climbs and some good glides. He was



John Lewis (OD) another easy max



Malcolm chasing trim



Kathy's great launch style



Albert's flight looked OK to this point



Graham ponders trim problems



Peter didn't get the flights he wanted

the only 89 yo on the field to put in two maxes! But Des's day ended abruptly when he launched with the tail up and the model looped and collided hard with his Mylar pole, breaking the wing. Ron's BMJR model flew the best it has done for some time, and Ron recorded all five flights.

Albert arrived late after getting lost on the way down! This, mind you, was the week after he completed a 17,000km anti-clockwise lap of Australia towing his little A van. He was having trouble with all his flights and retired after two timed flights, with a bent prop shaft.

Malcolm was trimming his new HTL E36, a model that climbs fast and high. It will be a real threat when finally trimmed out. He left two trimmed models in the box – what was he thinking? John and Ben flew early, a wise move because retrievals were short. John's model didn't climb high but the glide was excellent and it revelled in the light airs. Ben struck trouble in some flights with his model rolling on its back during its steep climb. Finishing early, they moved to the long grass to chase down the trim on Ben's model.

As the day progressed, only John and Malcolm were maxing out, but Malcolm fell short in the final flight when his "Hot Ticket" model transitioned poorly from great height, with a stall that never really settled

because the turn had mysteriously opened out. So, there wasn't the highly anticipated fly-off that we all hope for, and John won, keeping the Lewis name at the top of the leader board, with two-times winner Ben back in third place.

Kathy dutifully let Malcolm get his flights in and timed for all who asked. And then she flew, and she flew well, maxing her first and third flights, and falling 10 secs short in her second flight. The fourth flight climbed beautifully and transitioned into lift that took her to height of the day, and out of the paddock. Still in the air after 30 minutes Kathy and Malcolm hurriedly packed (missing a Winners' photo) and tracked the model 2 km down the road to find it amongst farm 'junk' behind buildings on a farm property, without damage. The DT had popped, but when? I guess we'll never know. It was a strong thermal, and Kathy was relieved to have her model back, 56 minutes after launch.

I think we'd all agree that the field still isn't the best to fly on, but it suited the changing wind directions as the morning progressed, so it was the best field on the day. No one liked the long grass for trekking through although a few corridors of cleared grass were able to be used. Let's hope Jesse mows it soon - I wouldn't like to be moving through that long grass in warmer times.



Des simply had fun (archive photo)



Len's TLG tests went very well



Kathy's textbook launch of her Apache E36



Malcolm's Hot Ticket shows promise



Ben's testing was done over long grass

E36 results

Name	1	2	3	4	5	Total
John Lewis	120	120	120	120	120	600
Malcolm Campbell	120	120	120	120	99	579
Ben Lewis	90	120	120	108	120	558
Des Slattery	120	68	120	87	97	492
Kathy Burford	120	110	120	120	-	470
Peter Nash	102	120	93	80	-	395
Ron Munden	44	79	61	57	40	281
Graham Maynard	93	107	-	-	-	200
Albert Fathers	52	46	-	-	-	98

AN EXPEDIENT TEXT-BOOK RECOVERY



ANATOMY OF A RECOVERY: Kathy's 4th E36 flight was in the air for at least 30 minutes, and was lost from binos high in the sky after 15 minutes. But it was tracked until it landed. The signal was not lost. It was found 2 km from launch site, 56 minutes after launch. The lesson - if you have a signal, you haven't lost the model. Get under it quickly to stay with that signal. When the signal fades rapidly or is constant (not circling), it has landed, or is in a tree . Assess the direction and get moving! I actually put a new battery in that morning, getting a very good signal. Unfortunately, Kathy didn't get back in time to record her last flight.

PS: See how big our field is, and the recovery area. Our second field is to the right in this photo. Both fields have their advantages.

Excellent carbon booms now available from Len Surtees



Len Surtees has good stock of two excellent lightweight carbon booms

The larger one is 750 mm long and available for **\$10.00** post postage.

The smaller one is 680 mm and available for **\$7.50** plus postage.

Although intended for TLG and CLG gliders, I'm sure innovative modellers will find many other uses.

Contact Len at lensurtees@hotmail.com or phone 0409 891 008

INDOOR 2022

Hangar Rats

11 June 2022

Report and photos by John Lewis



Entries were down a bit this year with some members away at West Wyalong however we had five competing on a cold day in June. Even the Hanger Rats didn't like the cold air with times a fair bit lower than last year. John recorded the first flight of the day but was quickly overtaken by Larry, 5 seconds ahead before Ben took the lead by another 2 seconds. But it was Annika that made the highest first round score to lead by another 4 seconds.

Both Larry and John improved with their second flights while Ben and Annika dropped back in the field. As the afternoon wore on the air became heavier and although John continued to improve, Larry was always able to go one better. With Larry in an unassailable position and John well established in second place it was

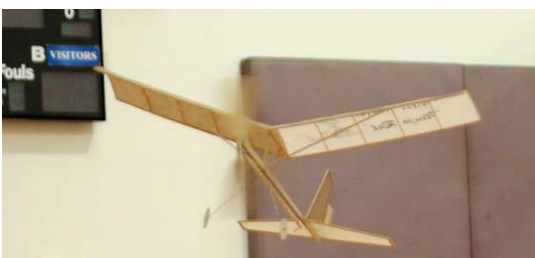
between Ben and Annika to fight over 3rd place. Annika's 4th flight matched her first-round score while Ben's model managed to find the wall or net on a few of his flights.

Ron Munden's model was misbehaving and nothing he tried resulted in a competitive score. Ben's model trim made it difficult to position away from obstacles as it would fly straight under maximum torque. One wing on John's model had developed a large amount of washout and so both Ben and John were thinking of their next model by the end of the day.

Larry finished the day practicing with his new P18 in preparation for the next event. Regardless of the scores however it was another enjoyable day flying indoor.



Ron Munden loads a motor



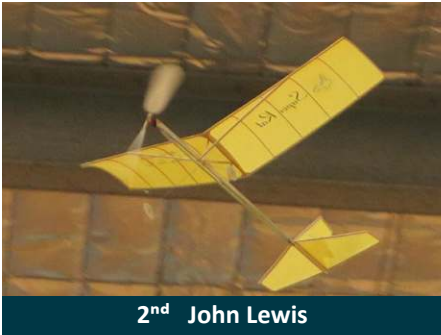
Ben Lewis's Rat had some good flights



John Lewis's Dirty Rat doesn't get many outings



Annika Lewis heading for the Naughty Corner



2nd John Lewis



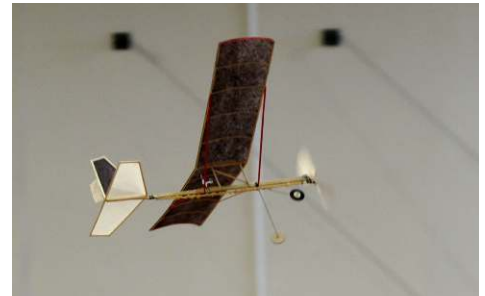
1st Larry Brownlow



3rd Annika Lewis



Hangar Rat winners



Larry's Rat pulled the birds

HANGAR RAT RESULTS

Name	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Best of 2
Larry Brownlow	117	135	142	153	133	124	294
John Lewis	112	125	135	127	104	135	270
Annika Lewis	123	101	86	123			246
Ben Lewis	119	96	118	102	61	101	237
Ron Munden	6	7	9				16



Seen at a craft shop.
Ideal for wood glue!

The Deadly Dust

I've been to Lost Hills in February many times, mainly flying F1A but also F1H, E36 and CLG. In 2012, I went over to purchase two of Lee Hines' F1As. I came back with the models, but also brought back something else - something they call Valley Fever. Sacramento TV did a good documentary on the disease and incorporated quite a bit of the Fab Feb flying at Lost Hills. You might like to watch the video link below?
<https://www.kvie.org/local-programs/kvie-viewfinder-deadly-dust-valley-fever/>

INDOOR 2022

P18 Club-sponsored State Champs

2 July 2022

Report by John Lewis, photos by Malcolm Campbell

P18 usually attracts our largest entry however this year sadly Ben was self-isolating with COVID which meant Annika was also unable to attend. Still, it was another great day at the Hall with 6 entries, as well as a couple of visitors including Len Surtees, who was trimming a 6" Hand Launch Glider at the other end of the hall. After recently moving house Ron Munden had managed to find his P18 models and found his models were still well trimmed. John's models were also in trim from the previous year with him making a first flight of over 3 minutes.

There was some air movement in the hall resulting in a few models finding the walls as happened to Ron on his first flight. There were a few hang-ups but all models were recovered without damage. Craig had a new model and took some time to get it trimmed as did Larry. As the afternoon progressed John was never threatened and Ron was looking good for second place until very late in the day when Larry snatched second spot.

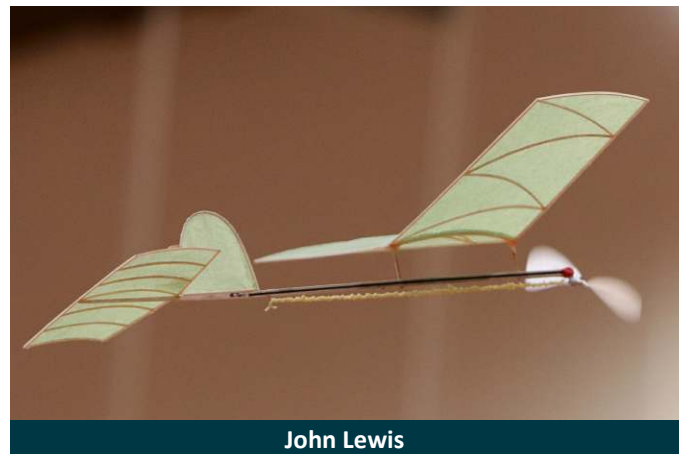
Both Craig and Malcolm were only a few seconds apart and not far behind

Ron all looking for that one high time to grab a podium place. Van, like Craig, had a new model made only a day or two before the event and was unable to threaten the rest of the field. At times there was rain falling outside and it may have been there was some moisture in the air as times were a little lower this year.

Still, it was a thoroughly enjoyable afternoon. As with the last few events, we still choose the two best two flights but timed every flight rather than just have 6 official flights.



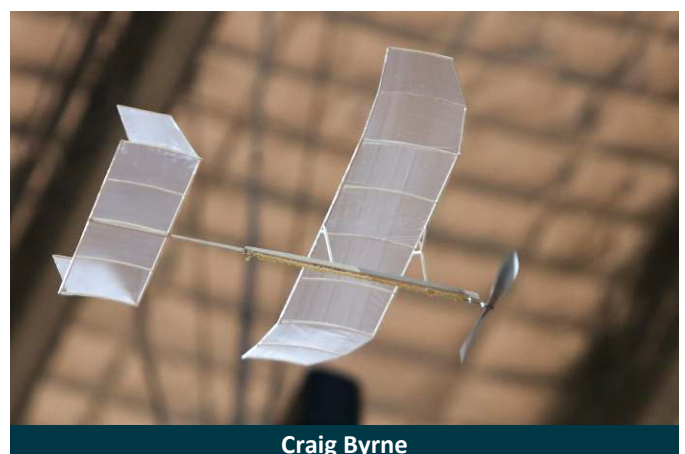
Larry Brownlow



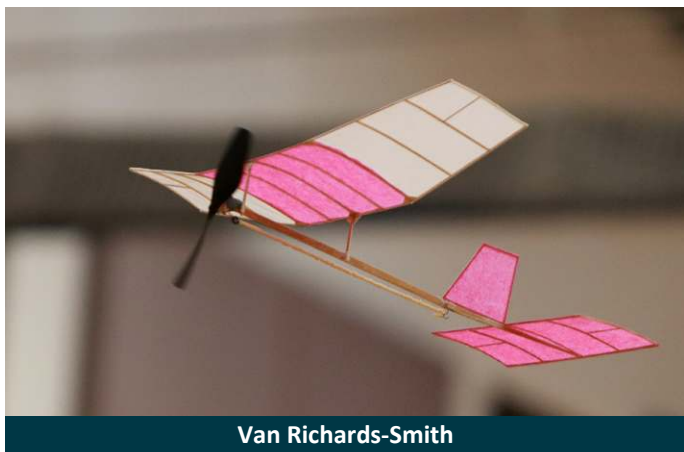
John Lewis



Ron Munden



Craig Byrne



Van Richards-Smith



Malcolm Campbell



2nd Larry Brownlow



1st John Lewis



3rd Ron Munden



The winners

RESULTS

Name											Best 2
John Lewis	182	124	176	194	195	201	138	150	107	156	396
Larry Brownlow	140	72	112	118							258
Ron Munden	68	128	35	93	100	98	120				248
Craig Byrne	90	106	115	73	116	111					231
Malcolm Campbell	81	99	114	105	105	111	110	81			225
Van R-Smith	59	61	66	48	78	64					144

INDOOR 2022



Peanut Scale State Champs

13 August 2022

Report and photos by John Lewis

Peanut scale is always challenging due to the lightweight nature of these aircraft and trying to add detail without adding too much weight and selecting a design that will achieve a competitive duration. This year we were confronted with the hall in full use, with a basketball game about to start. Fortunately one of the staff was on duty that John knew when he was teaching at BSMS and she was able to clear the second court for us to do some practice flights. The whole hall was clear just after 4pm so it all worked out fine.

Craig Byrne had a nice model prepared for the previous Saturday but we had to reschedule to the 13th as the School had an open day on the 6th. Brian Taylor also had a new model but was unavailable so that left just four competitors.

As the afternoon progressed it became a tussle between John and Larry for first spot with both making high-scoring flights. Larry was ahead on static points but John has in the past been able to just squeeze past with flights of over one minute. This year however the air seemed heavier and John's old Fike was not performing as well as usual with flight times.

Finally John went up in rubber size and was high amongst the rafters and in a good spot. Eventually though his model collided with a beam and the model lost half its height before resuming normal flight to fall just short of the time needed. Third place was also a tight race between Ben and Van. Previously Ben has had 30+ second flights with his Piper Cub but on this occasion the model was



Van launches his Lacey



Larry prepares his Waco SRE



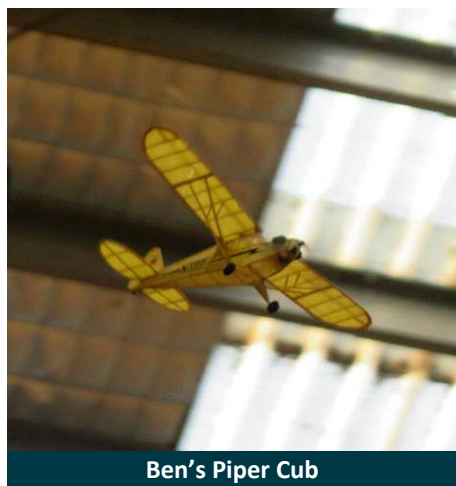
Ben sets up his Piper Cub. Father John's Fike lurks in the background

misbehaving. Van too was having trimming problems but in the final wash up Van was 0.3 of a point ahead of Ben to gain a podium place.

This was another very enjoyable indoor event and our last one for 2022. With a year of COVID concerns and flooding it has been challenging and we haven't been able to run most of our free flight outdoor events but we did run our full indoor program. There are many indoor classes some of which require minimal building time like Delta Dart and P18 as well as Hanger Rat. If you haven't previously tried Indoor start researching and build something for 2023.



Larry Brownlow winds his Waco



Ben's Piper Cub



Larry's Waco burns rubber!



The Waco after the power burst

PEANUT SCALE RESULTS

Name	Model	Static	Best Flight	ROG	1/3 of Best Flight	Total
Larry Brownlow	Waco SRE	33.5	38	20	19.3	52.8
John Lewis	Fike	26.5	52	20	24	50.5
Van R-Smith	Lacey	27	24	20	14.6	41.6
Ben Lewis	Piper Cub	27	23	20	14.3	41.3



Ben goes for an ROG with his Piper Cub



Van displays a consistent launch style

GPS Assisted Off-Field Free Flight Recovery

Report by David Brawn

I started in free flight competitions in the early 60s when binoculars were an expensive luxury and we simply headed off downwind hopefully. Our modest flights on RAF Henlow were seen down on the well-mown airfield and easily retrieved. Occasionally a model went off field, usually Trevor Payne, so we would head off into the fields hoping to glimpse a fin or wingtip of the errant model. Sixty years on, retrieval has become electronically driven with our Biggles group a model for 'off-field' retrieving; largely thanks to our equipment our enthusiastic team technique. At the risk of teaching you to suck eggs here is the basic approach of the Biggles retrieval team.

Equipment:-



1. Marine sighting binoculars and/or traditional compass.
2. Leo Bodner/Pym Ruyter transmitter beacons plus receiver plus magnetic roof aerial.
3. GPS unit and magnetic roof aerial.
4. Stopwatch and Dick Smith windspeed meter.
5. Mapping, conventional and digital.

Our latest additions are 'GPS beacons' where the receiver directs us straight to the model.

How we do it.

Pre-Flight check that the retrieval beacon is working and has sufficient range. Test using the receiver with no aerial. Any glitches change beacon or battery, or both.

On the Flight-Line, timekeeper with marine binos and stopwatch plus beacon receiver switched on and receiving. Someone checks the windspeed. Switch on GPS and after satellite acquisition record a waypoint at the launch point.

If the competition flight comes down on the field we stand down the 'emergency services' but if we are in an 'off-field- fly away' situation then this is what we do:-

Keep timing the model with binoculars until it goes out of sight, note the compass direction and time on the watch but keep timing. This is our 'OOS' time.

For the beacon receiver continue timing until the signal is lost and note the time. This is our 'signal lost' time.

Write down the times and compass direction, the back of your flight scorecard is a useful place, and start the discussion of '*Was it still going up when you last saw it, or was it coming down?*'

On the back of your flight scorecard work out the 'OOS' time as a distance; seconds times windspeed in metres per second, to give the nearest possibility of recovery X kilometres.

Then the 'signal lost' time is translated into distance Y kilometres.

On the GPS go to the waypoints record, select the launch point waypoint and then the 'project a waypoint' function. Input the compass reading from the binoculars along with X distance to create a waypoint at the closest recovery point.

Repeat with the loss of signal Y distance to create another waypoint, and then create a third waypoint on the same projection but further out (5kms) to represent the limit of our potential search.

The Retrieve

Off-field retrieval is rather popular with some Biggles as whichever direction we head off from Luffenham or Barkston Heath we are heading towards a classic English country pub, though we make it a rule to only visit such hostelries after a successful retrieve.

On the GPS we activate the 'Go To' function between the launch point waypoint and most distant waypoint to give straight track on the gps along the line of flight. Then turn off the gps 'Track Record Auto' function so that we concentrate on the line of flight track, with the gps cursor showing our position on the 'Map Screen' compared to line of flight.

Into the car, put GPS magnetic aerial on car roof and plug into GPS (enhanced reception), and drive off to the start of our search line; the nearest road access to the waypoint at X kilometres.

When we get to the nearest road access out comes a high gain magnetic roof aerial with its BNC lead connected to the beacon receiver and check for signals. Now it is a case of steadily driving the roads that cross or approximate to the line of flight shown on the GPS.

When we get a signal, which we usually do, we stop and replace the roof aerial with a yagi to get a directional fix. Out of the car we head off along the line of maximum signal and hey presto model found.

Well that is how it normally works after which a call at a local hostelry for celebration refreshments is called for.

Narrowing the Search Area

Most people simply head out along the line of flight without much idea of at what distance their model might have landed. Calculating the most probable landing area can increase your chances of a quick successful retrieve by concentrating your efforts on the area of highest probability. Here is an example from Barkston Heath.



6th Area Centralised at Barkston Heath. Team Glider event. David Brawn's second flight with Odenmanns vintage A2, timer John Cooper.

I wasn't exactly confident of my Polish DT timer and three minutes into light lift I knew it was duff. John lost the model at six minutes in binoculars on a bearing of 63 degrees in a windspeed estimated (forgot the meter!) at 10-15mph, with the model descending at approx (through binoculars) three times tree height.

Waypoint 1 is 'launch point'. Red line is 63 degrees projection to Waypoint 7 at 7 kilometres. Waypoint distances along the GPS track' from Waypoint 1 are 2 at 1.57km (closest possible), 3 at 1.96km (start of main search area), 4 at 2.47km (Valley Farm access road), 5 at 3.37km (crossing track from Slate House farm), 6 at 4.17km (crossing main road, end of main search area).

Approximations - Nothing is 100% Accurate

Plotted on my map section GPS- aided retrieval looks easier and more certain than it is in practice because nothing is 100% accurate.

Compasses are only accurate to +/- 2 degrees for a handheld unit, probably the same for marine sighting binoculars, so your line of flight is actually a cone rather than a line, steadily widening as you get further from your launch point.

Airfield runways are reinforced with steel mesh so to get an accurate compass reading you need to be at least five metres onto the grass off the edge of the runway.

Windspeed meters give you a good reading when you look at them but what was the speed when you launched. Also do thermals travel slower, faster or the same speed as the surrounding air mass?

Human error is perhaps the biggest approximation.

When Its More Problematic

If your model is going upwards in a boomer then estimating its landing time is simply guesstimating. Even timing until the transmitter signals cease is of limited use because you cannot be sure if the model is down or simply out of range - though this time will give you the start position for your search as you can calculate/estimate the closest position your model has landed at.

In these circumstances you are on a 'wing and a prayer' but you would be surprised how often a successful retrieve is achieved - a 20+ minute flyoff from Barkston Heath was successfully retrieved by drawing the flight line onto an OS map and then searching diligently through each point where road access crossed the estimated flight line using a roof mounted aerial for the beacon receiver.

More Thoughts On Retrieving

With electronic retrieval systems I think we have become lazy about setting off after our models, tending to leave them out there knowing that we can accurately locate them at some later time. This longer time on the ground, downwind, means there is a greater possibility of the model being picked up by a non-modeller.

Address Labels

I used to have 'address labels' on my models with home address and phone number but I now think these labels might encourage people finding one of my models to take it away with them. Imagine that you found a model aircraft that had an address label showing the owner was from over a hundred miles away.

Would you expect that owner to be within a mile of where you found the item?

No. Being a well meaning member of the public we would pick up the model to keep it safe and then contact the owner on the address label when we got home.

Apply this to your downwind model and you can see how someone seeing your model, reading the address label and then putting your model in their car and driving off intending to contact you when they get home. Your address label has encouraged someone to take away your model from an easy retrieve situation.

My solution has been to replace my 'address labels' with 'mobile phone number' labels. Somebody seeing my model can call immediately to my mobile to see where I am.

If found please contact David Brawn
10 Txxxxxxx Cxxxx
Northampton XX5 7XX
small reward for recovery



if found please call David on XXXX-XXX-XXXX
I am close by looking for this model

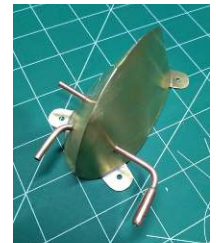


Worked a treat at Barkston when my F1A was in the Ancaster housing.

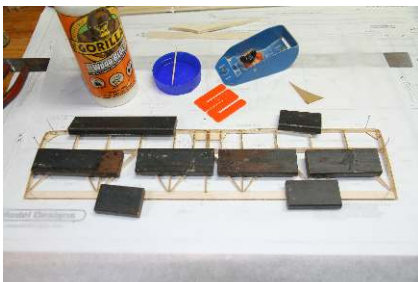
CONSTRUCTION CORNER

We have a few people building again. The world is slowly returning to "normal", whatever "normal" is now. 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

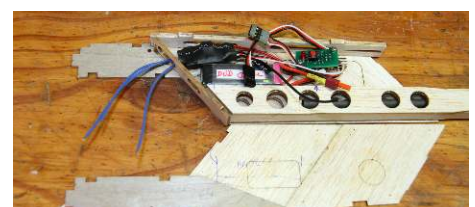
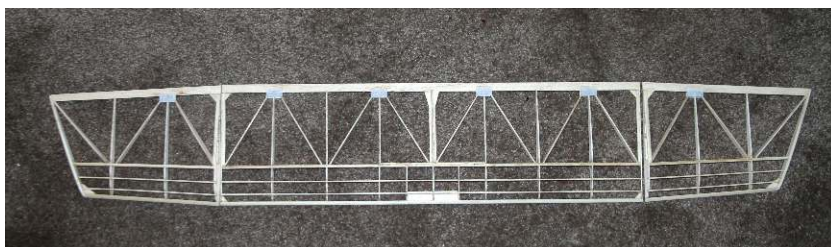
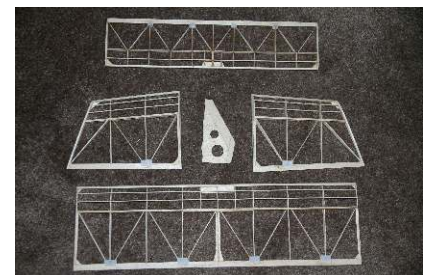
P30 and a large TLG. If you are building or have recently completed building or restoring a model, please send in a story and photos for your club newsletter. There have been no "Building Tips" of late - what's happened to those? So here's my new E36 - a "Hot Ticket".



It's not Modern Art but it is a work of art. It's a fuel tank for an .010 CL model. Ask John.



Starting with the stab, I then moved onto the 3 piece wing and underfin. I modified the body placing a carbon rod in the thin boom. I then had to re-arrange of all the electrics to get the CG correct. With a tracker right up the front, the CG was spot on. Early test flights suggest it should do quite well.

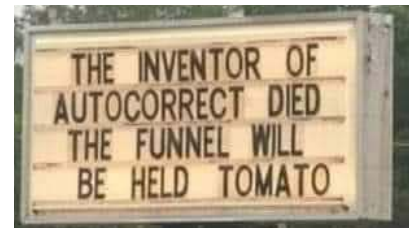


It was a tight squeeze



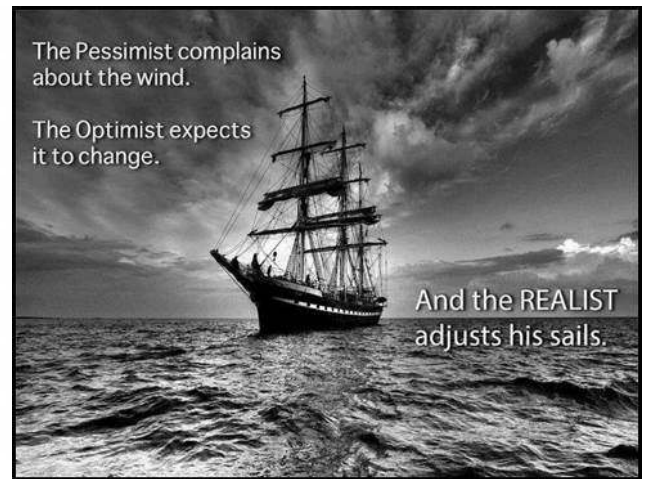
Quite stylish and it's a great colour

JOKES

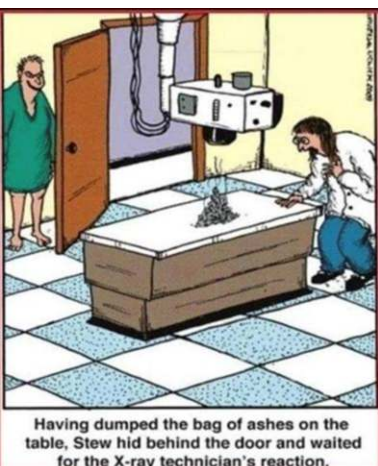


An elderly man thinking his wife was losing her hearing went about 20' behind her and asked "Can you hear me sweetheart?" No reply. Moved to 10' and inquired again. No reply. 5' and not a word. A few inches behind ear, he asked "Can you hear me now honey"? His wife said "For the fourth time, yes."

I DID A PUSH-UP TODAY.
WELL, ACTUALLY I FELL DOWN, BUT I HAD TO USE MY MY ARMS TO GET BACK UP, SO ... CLOSE ENOUGH
NOW I NEED CHOCOLATE



If your dog doesn't like someone
you probably shouldn't either





BRISBANE FREE FLIGHT SOCIETY 2022 Flying Calendar



Month		Date	Start	Event	Location
January	F	Sun 23 rd	7-10am	Trimming day & fun flying	Coominya
	✂	Sat 29 th	12-4pm	Bar-B-Que Lunch & General Meeting	John's place
February	F	Sun 13 th	7-10am	Trimming Day & fun flying	Coominya
March	F	Sun 13 th	7-2pm	Dale's Fun Day including P20	Coominya
April	IND	Sat 9 th		Indoor – Delta Dart	BSHS
		10 th - 14 th		AFFS Champs & SCC (F1A, B and C)	Narrandera
		15 th – 17 th		AFFS cont'd Small classes, see FFDU program	West Wyalong
	F	Sun 10 th	8-12pm	Trimming/Reserve Day	Coominya
	IND	Sat 16 th	3-6pm	Indoor - EZB	BSHS
May	🏆	Sun 1 st	8-12pm	F1G State Champs (5 flights)	Coominya
	IND	Sat 7 th	3-6pm	Indoor – HLG/CLG	BSHS
	🏆CP	Sun 15 th	8-12pm	F1H State Champs (5 flights) & E36 club event (3 flights)	Coominya
	F	Sun 29 th	8-12pm	Club rubber model fun & testing day including Frog models	Coominya
June	F	5 th	8-1pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
	IND	Sat 11 th	3-6pm	Indoor - Hanger Rat	BSHS
	✂	11 th - 13 th		NSW & VIC State Champs (F1A, B and C)	West Wyalong
	✂	Sat 25 th	12-4pm	Bar-B-Que & AGM	John's place
July	IND	Sat 2 nd	3-6pm	Indoor – P18	BSHS
	🏆	Sun 10 th	8-1pm	Scale State Champs & club testing	Coominya
	F	Sun 24 th	8 – 1pm	Club power model fun & testing day including E36	Coominya
August	IND	Sat 13 th	3-6pm	Indoor – Peanut Scale	BSHS
	CP	Sun 14 th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 21 st	8-1pm	E36 State Champs (5 flights)	Coominya
	🏆	Sun 28 th	8-1pm	P30 State Champs (3 flights)	Coominya
September	🏆	Sun 11 th	8-1pm	HLG, TLG & CLG State Champs	Coominya
	🏆CP	Sat 18 th	8-2pm	F1J State Champs (5 flights) + Club 2 Min Class (3 flights)	Coominya
	F	Sun 25 th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
October	CP	Sun 2 nd	7-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
		6 th – 7 th	7 – 1 pm	F1A, B & F1C Team Selection Trials	Dalby
	🏆	8 th – 9 th	7 – 1 pm	F1A & B State Champs plus F1C (5 rounds, R1 240 secs)	Dalby
	CP	Sun 16 th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 23 rd	7-1pm	Reserve Day	Coominya
	🏆	Sun 30 th	7-1pm	Open Rubber State Champs (3 flights)	Coominya
November		Sun 6 th &13 th	7-1pm	Two Reserve Days	Coominya
	F	Sun 20 th	7-1pm	Club glider model fun & testing day incl CLG & RC Gliders	Coominya
December	✂	Sat 10 th	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"