

The magazine for all those who love Free Flight

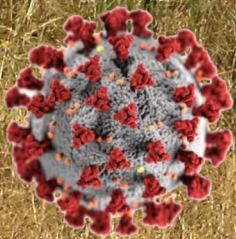
# THE BFFS DIGEST

March 2023



## *In this issue:*

- ★ **MASTER CLASS BUILDING**
- ★ **Indoor Delta Darts**
- ★ **Club Trimming Days**
- ★ **Club 2 Minute event**
- ★ **F1H State Championships**
- ★ **Retrieving from Trees**
- ★ **New 2023 Flying Calendar**



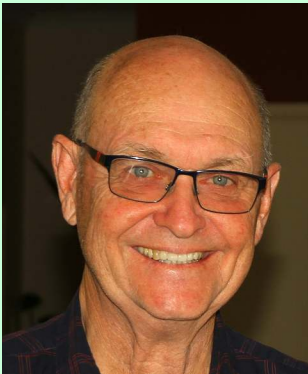
**It's still there, so please take care!**



COVER PAGE:

One of Australia’s oldest active free flighters, Des Slattery, launching his E36 at Coominya. Des rarely misses a club event - he turns 90 in July and is an inspiration to all of us. There’s never a dull day for Des. He finds joy in practically everything.

**PRESIDENT’S REPORT**



Welcome to the start of our 2023 flying season. We had the occasional cancellation due to adverse weather predictions early in the year with one or two of our trimming days but we have successfully begun the competition program. The club 2-minute class event was well supported and flown in near perfect conditions. Our first Indoor meet ran well and we were able to fly our F1H State Champs after missing out on this event last year due to flooding.

Jessie’s paddock has improved due to the partial harvesting of the long

grass but we are limited to the lower section of the field closest to Tony’s property as a launch point. Although not ideal Jessie’s paddock does allow for better recovery options for classes that require more space.

With the advancing age of our membership there appears to be more interest in testing or flying for fun rather than long retrievals associated with the higher performing models. E36 seems the main focus for those wishing to compete. As with all free flight classes the desire to improve performance eventually requires larger spaces and longer walks. Maybe we will need to adjust our flying events to cater for smaller or lower performing models in future.

It seems the number of competitors in the most demanding events will stay low as our member numbers or fitness declines - still in the words of Ron Munden - we should keep flying for as long as we can.

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I look forward to seeing you at our outdoor and indoor events this year.

*John Lewis*



Jesse lives here now, close to the field, in Blind Gully Road.

**EMERGENCY LOCATION ADVICE – phone 000**  
**BFFS Flying Field Coominya**  
**GPS coordinates of the gate are:**  
**27° 26’ 74.7” South 152° 26’ 28.2” East**

**R E M E M B E R**  
**FIRST DUTY OF THE**  
**KEYMASTER ON FLYING DAYS:**

Text Jesse 0417 077 781

*“BFFS on the field”*

### SECRETARY'S REPORT

It's been a slow start to the year for our club. The impact of Jesse's field and the effect it has on flying competitions is one thing and then there's Tony's paddock. It's great to walk on but the way it slopes away towards the road helps models clear the fence and the hump across the middle can make timing difficult if the wind is from the north or south.

However it has been received well for the club for fun flying and lower performance classes. So we may see more little models flown in the future, unless the lower paddock is mowed.

E36 is still the class of favour for the BFFS and I expect to see a good number competing in the 2 minute classes this year. I read that the US is discussing shorter engine runs and flight duration,

but I think we've got it right here with 10 and 5 sec motor runs.

I still find it astounding that one of our neighbours to the field died from a brown snake bite last year. It was Kay's husband who was bitten. Jesse tells me there have been plenty around this year so tough long trousers, strong shoes and gaiters are what I am now wearing at Coominya. When the heat wears off, they might not be such a concern.

Has anyone been building of late? I know Mark is and so is Craig Ferguson and Brian Taylor but we don't see much photographic evidence or stories sent in for publishing. So how about it?

Craig Hemsworth, Albert Fathers and Len Surtees all went to Lost Hills and enjoyed the experience. It was cold this



year but the field and flying conditions were glorious.

Len found Lost Hills a real eye opener. I reckon he'll go back.

*Cheers,  
Malcolm Campbell*



**Did these two catch your attention?  
There's more about them on page 16.**

# January Trimming Day

Coominya

22<sup>nd</sup> January 2023

Report and photos by Malcolm Campbell



Des tests his Linnett's RDT system and now flies without the pesky On-Off switch

Sunday 22 January 2023 was a low-key affair with just six rolling up to try out our original field again, after it had very little use last year because of the grass crop. Jesse has trimmed the grass back a bit but it is still knee-high in places and it's hard-going as the tilled ground still hasn't flattened down.

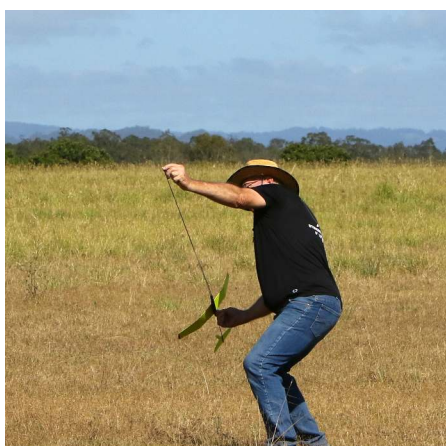
Des Slattery had an E36 and Linnett to test, Graham Maynard had a couple of F1Bs and Craig Ferguson had a couple of P30s, one a stick fuse and the other a made-up fuse. Mark had Mk X of his Coupe Collection to test and he was happy with his early morning progress.

Kathy Burford and I had five E36s to test and we started with Kathy's. And that's where it ended. Kathy launched first in good air with a straight steep climb although she lost height in the transition. I walked after it, concerned that the RDT didn't work (well I reckon it was working because I tested it before Kathy launched). I have been caught out a few years ago when the DT hung up on that model and the tail didn't pop.

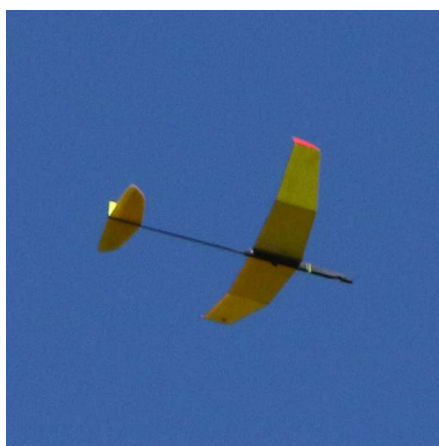
First mistake was walking out without my tracker (that hadn't been turned on) and second mistake was Kathy lost it in the bins when her arms got sore. We did have a

compass bearing of 290°. I walked back to get the yagi and spent 2 – 3 hours searching for a signal. I walked the line and checked local dams. By car we checked for a signal every 200 m either side of the roads running out along the line and I finally walked on the line along the right side of the rather full lagoon. Not a beep was heard, so now we wait to see if someone picks it up – the model has my mobile and email numbers on it.

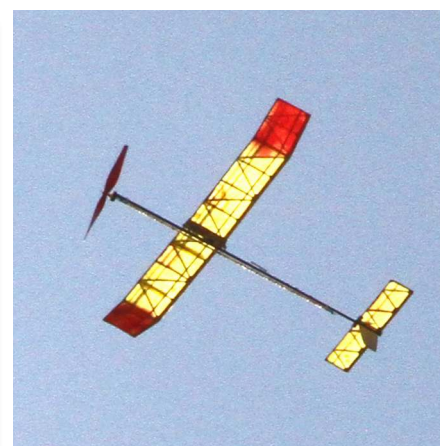
So, by the time we left the field everyone else had long gone. The breeze was 2 – 2.5 m/sec all morning, in an easterly direction, and that is ideal for that field.



Len Surtees launching

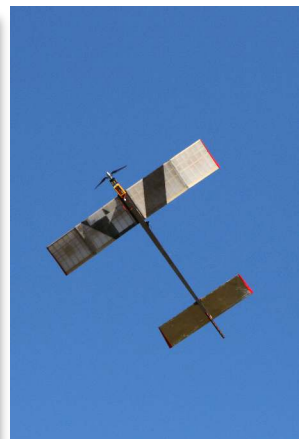


Len's new Sting 18 Mk II



Craig's stick fuse P30

**POST MORTEM ON KATHY'S FLYAWAY:** I checked the engine stop and DT before flight but it appeared not to DT during the flight. I assume the DT line may have got caught up (bad thing #1) This is not the first time I've had an Apache fly away because of this, and one of these never came back (bad thing #2). And there was no tracker signal. Kathy said she thought that tracker had a clear plastic battery isolator (bad move!). And I didn't see this or test the tracker (bad thing #3). One can't be too careful after a two month end of year lay-off!



Des had a lucky escape with an early E36 flight. The model was flying better by the time he put it away.



Kathy farewells her E36



A long tele shot taken from the road on the far side of the lagoon. That's Jesse's house 1.5 km away in the RH background. The trees just above the far bank of the lagoon should be familiar because they are in our paddock. My search for Kathy's Apache extended a further 1 km without any luck.

**POSTSCRIPT:** Three weeks later, John and I searched about 3 sq km with John's drone in case it landed earlier than we thought, but Kathy's E36 remains MIA. It's tough losing a well trimmed model. Eight weeks later and still no word.

I also dragged 3 earth magnets through the field where we last flew looking for a lost beacon. No luck there either. I'm yet to try Des's metal detector.



John catches up with Len to award him first place medals in BFFS events for HLG, CLG and TLG plus Indoor HLG for 2022.

Len took his aluminium winged TLG (right) to Lost Hills in February where it was well received. He also gave Stan Buddenbohm one as the lucky entry winner after the event. Stan is rapt in the model and the standard of the kit. Len flew in all three classes.





I was concerned that the predicted temperature at Coominya was going to be 40 degrees. I put out an email regarding the sudden change in weather prediction and I thought it my duty of care to advise the members on Saturday that the day was cancelled.

Many shared my thought and chose not to attend. As it turned out it was hot but not unbearable. 40 deg was reached there, in the afternoon, and it was still 39 deg at 6 pm in Coominya!

Mark flew early and stayed with Ron who turned up at the usual

starting time. I was still anxious to look for Kathy's lost E36 and John, during the week, suggested he put up his drone on Sunday. So John and I went out to the old field and spent 45 minutes taking over 30 aerial photos covering about 4 sq km. The photo at the top of this report has our field in the top right hand corner.

After a forensic examination back home, nothing like a model aeroplane was seen. The photos however are terrific and they really showed a lot of the terrain and where models could hide.

We didn't only lose a model on 22 January. A tracking beacon mysteriously disappeared from where we were setting up. We couldn't find it on the day so John and I drove down to where we thought we were flying and I dragged a couple of earth magnets around for nearly an hour. I didn't pick up anything.

By the time we'd finished Mark and Ron had left the top paddock and we returned to our homes to cool off.

Three weeks later and the model and the tracker remain lost.

*Malcolm Campbell*



There are a lot of places a model can hide at Coominya. I checked all roofs and dams in the photos!

# Club 2-minute event

Coominya

26 February 2023



Report and photos by Malcolm Campbell

John , Kathy and Malcolm arrived at 7.15 am and established the flight line at the crest of the hill near the centre of Tony’s paddock. We enjoyed a 360° panoramic view and it was a good choice for the near perfect conditions with nearly no wind early. The breeze that developed later was light and variable, and there was plenty of lift.

So by 8 am, eight eager people were assembled for the first club comp of 2023, a 2-minute class club event. Peter Nash, Malcolm Campbell, Kathy Burford, John Lewis, Craig Ferguson, Des Slattery and Graham Maynard were all keen to start flying, with Helen assisting Peter. But it started badly for Malcolm. Following a very bad night’s sleep he turned up without the wing for Kathy’s E36 and without the stabs for their two A1s.

He planned to use his Aiglet to establish drift but used an E36 instead. This oversight was most unfortunate for Kathy – she had nothing to fly but she did end up timing for everyone, and taking photos. This was very much appreciated by all and they all enjoyed her slices of cold oranges after play finished early, around 10 am.

**Malcolm’s** bad luck continued when he used up one whole battery trying to chase down the trim on his HTL Hot Ticket E36. The penny dropped when he realized he was using the #1 stab on the #5 model (they looked the same but weren’t!). The trimming continued until he had just one battery left to put in two flights, one good and one bad. More trimming is needed because the model was performing well under its potential.

**Graham’s** own-design model flew very well and he put up some good flights. The final flight got high but transitioned poorly and it came down almost vertically, taken him out of the contest with a broken engine mount. He had an RDT but it was in his pocket - that’s something he won’t do in the future! I was surprised that was the only damage because the impact was substantial.

**John** was the first one away with his trusty Tumbleweed 6 Coupe d’Hiver and maxed easily, even though he used the motor that was left in from last time. It landed with broken strands. He did use fluffies to snare some very nice air - and he needed that because the climb was very sedate. Craig and John were the only ones flying rubber models, the rest of us flew the popular E36. He loaded a



Craig launches after John



He was interested in the air John found



Graham’s own design shows promise



Des was happy just to be out there



Malcolm continued to trim



And Peter did the same

new motor for his second flight but encountered down air and DT'ed 6 seconds early. John's model was well-trimmed and he got his flights over early. John and Craig both maxed their final flights.

Craig was the surprise packet with his little P30. He followed John up on his first flight, falling two seconds short of a max. His model climbed well and glided nicely in the buoyant air. The photo on the previous page shows Craig's stop watch lanyard - he was timing John and also launching his own model! Following John up on his second flight he realized his DT was not set. He was so lucky, as Kathy stayed on it with the binos for the whole 8 minutes and gave him the line for retrieving it from the property across the road from the field. Craig must remember to set his DT because

his models all fly very well – maybe he wants the building practice?

Des was keenly throwing up flight after flight, continuing to trim his Lime-E. The glide was good but he kept chasing more height. In one flight Des's model was surrounded by pelicans and in the excitement he lost sight of it. Thanks to his tracker and help from John and Craig, he was able to find his model. They made sure our elder statesman did not wander off on a solo retrieve and ensured safe passage through barbed wire fences.

Meanwhile, Peter was level pegging with Des for greatest number of flights. His climb was good but he couldn't settle the stall that developed in the glide. He did pick some nice air though. His focus was on trimming his model and he only put in two flights for the event.



Des put in a lot of flights



Malcolm and Des return from one of the early flights



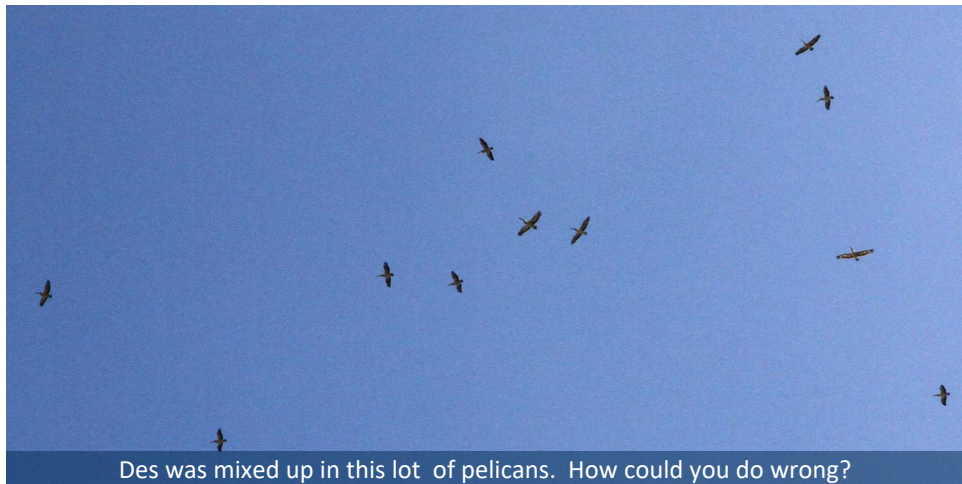
And so did Peter



It was a very close contest, actually John was unlucky not to win the event but all credit goes to Craig who stood firm and won by 4 seconds! Graham also had it almost in the bag with two maxes, before his model fell from a great height. That left Malcolm and Graham tied for third place some distance behind.

So Tony's field is pretty good, much easier to walk on, and the light winds enabled our 2-minute class to be easily flown. Only one person left the field, but only because of an 8-minute flight although Des had to nip through one fence. I'm sure four of us have some E36 trimming to be done.

*Malcolm Campbell*



Des was mixed up in this lot of pelicans. How could you do wrong?



John's Tumlweed 6



Des's Lime-E, or so I call it



WINNERS: 2. John Lewis 1. Craig Ferguson 3. Malcolm Campbell and Graham Maynard

Name	Flight 1	Flight 2	Flight 3	Total	Place
Craig Ferguson	118	120	120	358	1
John Lewis	120	114	120	354	2
Graham Maynard	120	120	19	259	3
Malcolm Campbell	79	120	60	259	3
Des Slattery	81	120	51	252	5
Peter Nash	120	74	-	194	6

# Queensland State F1H Championships and Club E36 event

Coominya

12 March 2023

Ben and John Lewis walk back on the lower field

Report by Malcolm Campbell and John Lewis.  
Photos by Kathy Burford

It was hard to get enthused for the F1H State Champs and E36 event with weather forecasts continuing to predict a deluge of rain for the weekend, across all of south-east Queensland. On Friday and Saturday, it was heavily overcast and a few spits were recorded at home and at Coominya.

So we packed our gear and awoke at 5.30 am to the sounds of silence. No rain and no wet grass – so that was a good start. And then we drove to the field never once needing our wipers. It turned out to be an overcast and humid day but so flyable, with winds NNW and 1 – 2 m/sec, probably gusts to 3 m/sec later in the morning. I wonder how the weather bureau can get it wrong so often.

F1H was a 2-tiered event with Tier 1 (F1H circle tow) flown from the lower field, and Tier 2 (A1 straight tow) on the top field, 300 metres away. We arrived at 7.15 am and Len Surtees, Peter Nash and Mark Armour were busy flying from the middle of the field. John and Ben Lewis arrived at much the same time. John's report on flying from Jesse's paddock commences here:

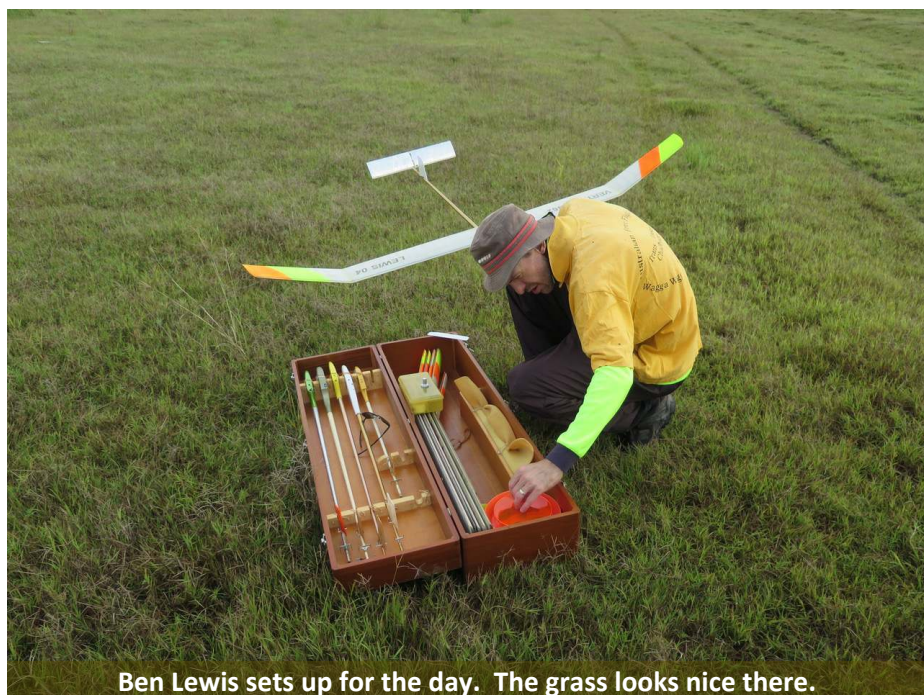
The wind direction was blowing away from the road on Jessie's field so John and Ben set up at the road end closest to Tony's field which gave adequate retrieval over a short grass area. Ben was up first and after a few test circles made a good launch gaining good height. After 30 seconds

the model hadn't drifted much and was holding good height but as it drifted away over the longer grass it seem to fly into poorer air and started dropping height. Unfortunately for Ben it touched down 5 seconds short of a max. John flew next stalling the model with the bunt time too long and recovered into a steady glide. John's model was never high enough to get to the max.

As the morning progressed the wind speed picked up a little with Ben's second flight using three quarters of the downwind length of the field to comfortably max. John's second launch was better and the model hung on well, but landed just short of a max. All of Ben's subsequent flights

simply improved, getting higher before DTing with the last two landing over the fence in the adjoining paddock. John decided to go up and off for his 3rd flight but overloaded the model too early, launching to one side at poor height and was lucky to score more than one minute. John made amends with his last two flights circling and launching into helpful air to finish with two maxes. Like Ben's model John also cleared the downwind fence on his last flight.

Meanwhile Malcolm was flying his F1H on Tony's paddock. Later that afternoon a large band of storms hit so we were lucky to fly our first State champs of the year in the small window of opportunity.



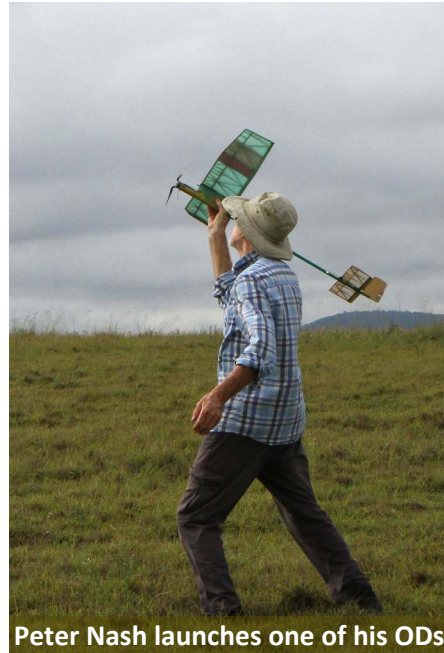
Ben Lewis sets up for the day. The grass looks nice there.



Good launch from Graham, but it's about to roll over



More repairs for Graham



Peter Nash launches one of his ODs

Everyone was busy on Tony's paddock, enjoying the delightful weather. I was flying my Aiglet A1 in the top paddock and I set up further north of the others, hoping to get all 5 flights over quite quickly as we both wanted to fly E36. The little Aiglet towed up well but I really should have been trying to pick good air. That's the game, isn't it? Well, I soon had a herd of about 50 cows watching and at one stage they advanced towards me, causing a hurried retreat bunching up the line as I moved briskly away. Luckily, I had a spare line - the other one is going to take some untangling!

As it turned out, no one wanted an E36 competition so Graham Maynard and Peter continued to trim, and I joined in.

Graham had a few good flights (climb and glide) and one anxious moment where a low altitude horizontal barrel roll resulted in his retirement - No points for that manoeuvre. *(Note for Graham: Have RDT in a readily accessible position.)*

Peter had some very nice flights with good climb and transition but his second model needed more work. I ended up with height of the day on all

bar one flight, so that was good. I just took a while to get the glide right. I left very happy with my progress, with little bit more to go, although I came so close to cleaning up a Pelican as I powered up through a bunch of them!

Until now, Kathy had launched VTO style with her Apache E36 model in front of her. As her Apache hasn't been found, she agreed to fly one of my Jouleboxes. So she received some tuition in the different launch style to what she'd been used to, and she was happy with her efforts. So was I.

Mark was trimming one of his fleet of Coupes. He showed me his novel incidence adjuster, fitted on the TE of the wing. He departed soon after 9 am. Throughout the morning, Len hurred up his aluminium-winged 32" Sting TLG and one or two of his Sting CLGs. He looked like he was having fun and the little ones sure got high! Len also had a carbon F1H, acquired during his recent trip to the USA. It looks promising but Len, by his own admission, is a little rusty in circle towing.

We left the field at 11 am. Two hours later a fierce thunderstorm moved through - we were lucky.



Malcolm got height of the day



**RESULTS: Queensland F1H State Championships**

Name	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Total
Ben Lewis	115	120	120	120	120	595
John Lewis	96	113	76	120	120	525
Malcolm Campbell	62	96	105	118	61	442

# INDOOR 2023

## Delta Dart Club Event

### 11 March 2023

Report and photos by John Lewis

Our first indoor event for 2023 went off smoothly although participation was a lower than expected. On the plus side it was great to see Brian Taylor re-emerge from his Covid exile.

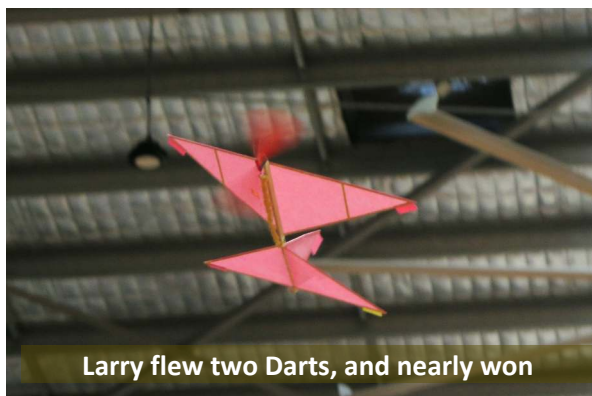
Len Surtees also came along to test his 6" class indoor gliders and displayed his new F1H glider he was setting up for the following day at Coominya.

John began well with a flight of 67 seconds equalling his best score from the previous year. Both Larry and Brian Taylor tied on 39 seconds with their first score. Larry quickly

improved making 69 on his second flight however Brian was unable to advance much on his first score with his model flying faster than his competitors' models. As the afternoon progressed there became a tussle between Larry and John. Both achieved an equal top time of 85 for one of their flights so it came down to their second-best time with John edging Larry out by 4 seconds. Ben arrived just after 5.30pm and quickly made his flights to edge Brian out of 3rd place. Although not being able to threaten either John or Larry, Ben's scores



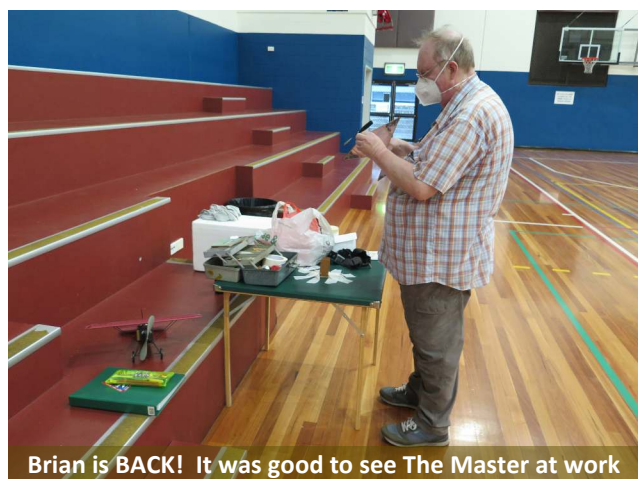
John's little yellow Dart took the lead early



Larry flew two Darts, and nearly won



Brian's dirty Dart need some more practice



Brian is BACK! It was good to see The Master at work



Brian wasn't a threat this time, but next time, it's on!



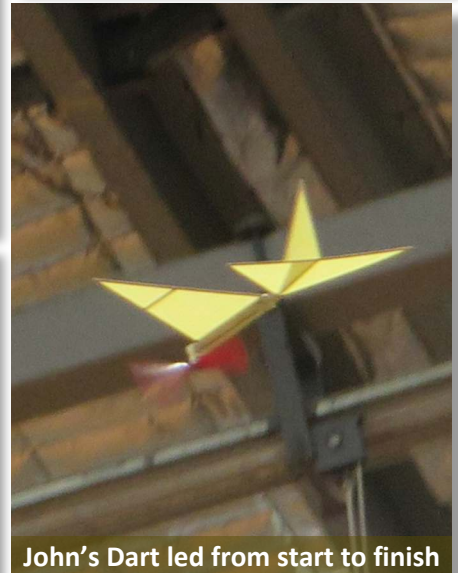
Larry's late charge nearly paid off



Ben arrived late and snared 3<sup>rd</sup> place



Ben's Italian Dart?



John's Dart led from start to finish



Brian Taylor seeking warmth

were all good around the one-minute mark.

Brian had his rubber-powered scale model complete with sound card and Li-po battery. Unfortunately, the Li-po battery died on the charge so we didn't get to hear the effect. John's neighbour came along as he usually does and did most of the timing.

Name	1	2	3	4	5	6	7	8	9	10	Best of 2
John Lewis	67	69	58	73	65	85	82				167
Larry Brownlow	39	69	71	46	44	78	57	66	85	74	163
Ben Lewis	51	61	63	64	57	58					127
Brian Taylor	39	36	41	35							80

## Retrieving from Trees in our 2020s

The late David Brawn sent me this, his final article, last year

Back in the golden days we would watch our models glide, or dt, down onto the mown grass sward. Walk to pick up the model and then walk back to our launch point. Those were our Area Centralised events at RAF Henlow in 1964. If a flight flew far enough to end in a tree it was quite an event as we all strolled over to view this rarity. A nimble fetchermite, with the climbing ability of a gibbon, would be dispatched up the tree to shake the

model free. Those indeed were the golden days.

In the 70s and 80s we built better models that flew for longer, and further, and we flew in more contests. This meant we started getting 'treed' on a regular basis. Just when we needed them we found that the fetchermite had all defected to radio control, so we were stuck with our own resources for untreering our models. Out of need we developed our pole, line

and sinker method of recovering models from trees.

With the rewilding, and our increased use, of Salisbury Plain the planting of copses of trees over the last 20 years has meant that even normal max flights are in danger of being treed; making treed retrieval a normal part of our flying day.

A pole is our first essential to give us a way of reaching into the tree. Choosing lengths of aluminium tubes that slid into each other, these were cut to transportable length.



The with each join of approx 10cms we drilled two holes to take 6ba bolts and nuts to lock the sections together. A cheaper alternative was to convert the poles of your old frame tent into a retrieving pole. Technically we could produce a 'slide and bolt together' pole of almost any length, but in practice trying to control the movement of the pole's tip way above you limits us to about 10 metres in length. Tighter joints give a stiffer pole resulting in better control of the tip. A modern telescopic fishing pole is my pole. 10 metres extended it extends in seconds for use and packs neatly back into its carrying tube; think £40-50 from an ebay seller.

Pushing the model out of the branches is favourite. Get the tip of the pole under a sturdy section of the model and gently push, then push a bit more until your model comes free. The tip of a fishing pole is not tissue friendly so invest in an old squash ball, ping pong ball, or similar. Make a slit in the ball and slide it onto the tip of your fishing pole; it will save you getting holes in your Senator.



If pushing doesn't work then jiggling, or breaking, the tree's branches is our next choice. To attach a hook onto my pole I use two large 6mm brass tubes. One is slid onto the top section of my pole and the second is exposed to the tip. I then cut a plastic coated clothes hanger into a couple of hook sections and strip the plastic coating from the straight section. The hook is then located by sliding through the fixed tube, the sliding tube holds the end and gaffa tape used to fix the hook to the pole. Then position the hook over the offending branch and pull back and forth until it breaks or releases your model. Repeat until your model is out of the tree.

Warning – poles have some strength along their axis; so pull towards yourself or push away. Do not use lateral force or you could find you have a broken pole!

If pushing and pulling have not freed the model we need to up the force on the branches. The easiest way to do this is to drop a weighted line over the branch, I use 80lb fishing braid and sea fishing weight of 30-60 grams. I cut about 25



metres of line and tie a large loop at each end. Thread through the eye at the end of my fishing pole and slip over the lead weight. Now we position the end of the pole over the offending branch and drop the weight; the streamlined shape and thin line should avoid hook ups on its descent. Grey lead is not a good colour against tree branches and leaves so I spray mine yellow so they are easy to see for positioning.

Now, holding both ends of the braid and using gloves, to avoid cuts from the thin braid, I see if I can generate enough force to shake the branch and free. If it is not enough force I tie my roll of cord onto one end of the braid and pull it over the branch so that I now have a heavy duty loop of cord over the branch. Applying considerable force to pull and release, pull and release, pull



Too high to reach with your pole? We can either use our bow and weighted arrows or fishing weight and line to cast a line higher than we can reach with a pole. With a bit (or lot) of practice it is possible to reach heights of 50 metres, though you may need a few attempts before getting close enough to the model for the line or strong cord to be effective.

hanger, owners are reluctant to allow people to throw lead weights or brass weighted arrows onto their roof. Our



and release, has defeated every tree so far. After releasing the model we simply retrieve the cord and braid to rewind onto their spools and collapse the pole into its tube.

If this has not released your model then it is time to find a tree surgeon for a professional retrieve.

answer is the humble bean bag. A thrown bean bag with line attached lands with a delicate 'spluff' on the roof rather than the 'Kerang' of lead or brass weights. Having thrown the bean bag so that the line is over the model we simply rewind the line, pulling the model to the edge of the roof where it drops to glide down. If the model gets stuck in the roof gutter, usually a pesky vintage undercarriage, then it is back to the pole to push it free.

House and Hanger Roofs present a different challenge. House, and

*David Brawn*



# CONSTRUCTION CORNER

Work continues on rebuilding the A1 John gave me. There was such a severe downward bend in the left wing near the dihedral joint it was necessary to remove some of the lower element of the wing spar and also a section of leading edge. and scarf / splint in some new bits. The leading edge splint is a bit of paddle pop stick. Not the neatest repair, but it's straight now.

Some new half-ribs now and it'll all be good.

It would be criminal to waste all that workmanship and material, and it's still much quicker than building from scratch, and just as satisfying, if not more so.

*Craig Ferguson*



# MASTER CLASS

## Peanuts on a Grand Scale

by Brian Taylor

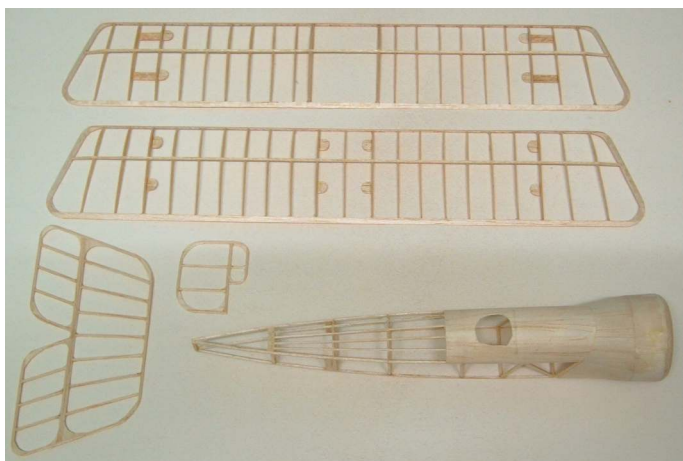
The Bristol Scout D and the Junkers D1 are part of the WW1 collection of Peanuts. Most of the colours and markings on these Peanuts are designed by CAD software and then printed on Esaki white tissue using an Epson printer with DURABrite ink. The DURABrite ink is water resistant. After printing, Titanium White artist chalk is applied onto the back of the tissue. It helps give the tissue an opaque finish. I then give that side one quick light spray of a Permanent Spray Finish.

Most of the Peanuts are made using 1/20 or 1/32 balsa and 15 thou to 25 thou balsa for the ribs. Diluted Elmer's Washable Clear School Glue is used to attach the tissue. The tissue is applied dry and then just water shrunk later. The **Bristol Scout** is a slight departure from the others because this particular Scout was not armed. The model is based on a Lee's Hobbies plan. The dummy rotary engine is made from modified Williams Bros plastic cylinders, balsa and polystyrene rods. I use a thin line of Deluxe Materials Super Phatic glue along the hinge points to allow the elevator and rudder to move. I've found that this glue remains flexible when dry and provides a fair degree of movement. The hinged surface will also remain in a desired



trim position if held long enough. The wheels are made from balsa and very thin polystyrene sheet. It weighs 12.7g. A loop of 93 thou x 15 inch rubber is used for power.

The **Junkers D1** just classifies as a WW1 aircraft. I have been thinking of building one of these for a while, but how to simulate the corrugated surfaces. I looked at various ways to represent the corrugated metal skin of the full size aircraft. Why not just print a suitable image of corrugated iron on the tissue first then overprint the colours and markings. A little bit of experimentation was required, but I think the desired effect was achieved. Again, the elevator and rudder are movable. The rudder pivots on a short carbon fibre rod. The Spandau LMG 08 machine guns are made of etched brass and balsa and the engine from balsa and polystyrene rod. The lettering on the wheels were designed in CAD and printed on blank decal sheet. The





model weighs 12.4 grams at the moment but I may be able to change to a lighter propeller. I hope to start trimming shortly.

0.010 thick polystyrene. A strip of sticky tape was applied to one side to cover the holes. Then I used silver acrylic paint to fill the holes. It was left for a few days to dry. The tape was removed and the 0.5mm drill bit used to push out the dried paint. The diluted Elmer's Washable Clear School Glue was used to attach the studs. It weighs 4.9g. It's another one that hasn't been trimmed yet.

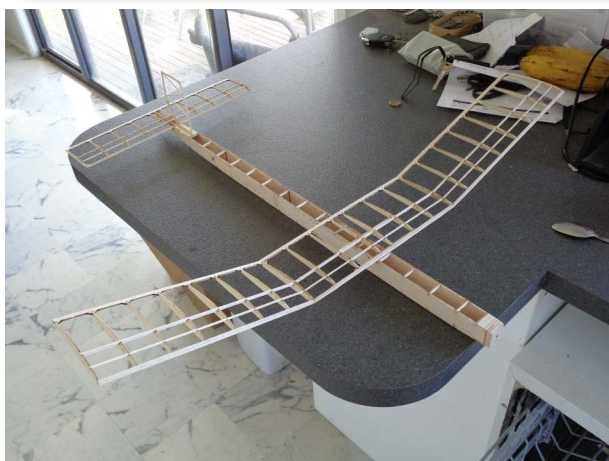


The **DH94 Moth Minor** is obviously not WW1. It's one of those models that you promise yourself to build one day. The one I had planned to build was the rubber-powered 35-inch span Aeromodeller plan by G.W. Day but settled for a peanut version instead due to lack of building and storage space. I tried to build this as light as I could because the wing area is not that large. I'm not used to making a model with more than one open cockpit. I found the use of a couple of templates ensured the correct positions. The windscreens also required a jig to help hold them in the correct position. Rudder and elevator are movable. The silver studs around the cockpit coaming were made by drilling multiple 0.5mm holes through a piece of



Brian brought these models to our General Meeting. His attention to detail with such small models is breath-taking.

### Good things come in threes



The Square Eagle P30s I'm using now are down to 42.5g with no carbon or Mylar. 40g is starting to look possible!

No 3 used strips cut from a light sheet of 3/32" and saved a further 2.5g.

The 3 fuses in the shots above are the standard fuse from the Volare short kit, with sheet balsa sides, No 2 was fully stick built from the plans and saved 1.5g.

That's where I called it quits!

*Craig Ferguson*

### Squaring the circle

Craig is attempting the transition from a rolled balsa fuselage to a diamond shaped tail boom. This is for his build of the Alain Landeau 1968 Coupe. Maybe it will be in time to put in scores for Vin Morgan's postal?



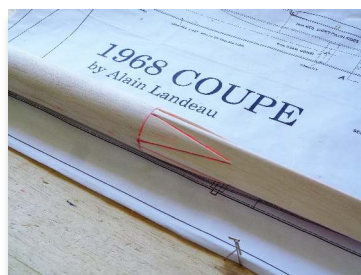
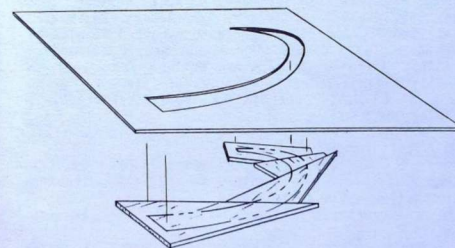
#### Wing Tips

A WING-DING TIP ON WING TIPS  
from Ed Lidgard  
Jim O'Reilly, Contributing Editor At Large

Several years ago I decided to build Ed Lidgard's Eugene II. I wrote him and he suggested that Eugene might be a better flying ship. He offered me the use of his plans and templates. I accepted. What popped out of the mailbox some weeks later was more templates than plans. The only wingtip information in the bunch was a piece of light cardboard with a wingtip-shaped hole in it. Hmm. For years I had been carefully and inaccurately cutting out funny crescent-shaped pieces and gluing them together to form wingtips. Sometimes they even resembled the original intent of the designer. Most times not.

With Lidgard's templates you just glue up some oversize pieces of sheet stock without worrying too much about the exact locations of the joints. Slap on the template and carefully trace around the edges of the hole with a sharp modeling knife ...and Presto!...finished tips!

**NFFS**



Six years ago I wrote this story of a true event. It was quite an adventure, and a successful one. There may be some, like me,

who have trouble getting off to sleep. Keep this story on your bedside table and you'll drift off with a smile on your face.

# THE LITTLE BEACON – BASED ON A TRUE STORY

SUITABLE FOR THOSE WHO LOVE ADVENTURE

FOR AGES 6 – 12

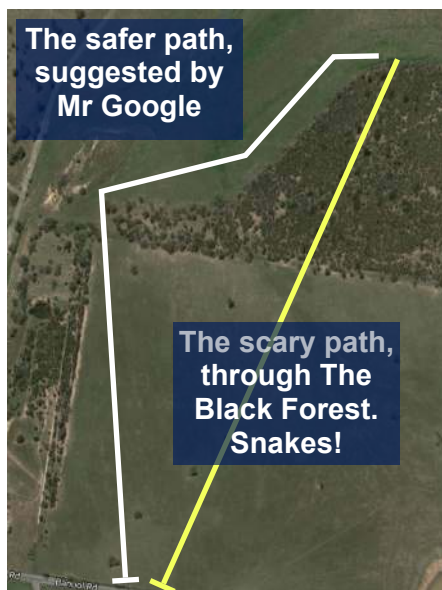
Once upon a time there was a little beacon that became bored with doing 3 minute flights on its local flying field. So its owner, Young Albert, glued down the stab of his LSq/100 vintage rubber model and the little beacon soared majestically skyward, disappearing upwards, in the general direction of The Big Blue Lake. Young Albert and his BFF, Uncle Dessy, went looking for the model later in the day after Albert had won another event. Young Albert is very clever with rubber models but not so clever when it comes to putting glue in the wrong place.



The little beacon begins its great adventure

To get to The Big Blue Lake, they had to walk through The Black Forest that bordered one side of the lake. Albert's tracker went berserk, signalling the model was very near, but they spent ages walking in circles until they reasoned that the model was high up in a tree. And it was, just on the edge of a clearing. There was no hope of getting it down as it was very high and a branch had snared its wing. The little beacon's adventure had only just begun. At home, Young Albert used Mr Google to look at the map of the area and found a neat way to get back to the tree without using The Black Forest. He was scared of snakes and reckoned the forest must have been crawling with them.

So weeks later, the gallant pair returned to the big tree where the model had been found. This time they



used Mr Google's map to avoid the forest and that pleased Young Albert but he was still scared because he was sure he could hear the roar of crocodiles in The Big Blue Lake but Uncle Dessy, a bit of a bushie himself, laughed and said they were only jet skis. Young Albert was not convinced and stayed close to Uncle Dessy. Now when they first found the model high in the tree Uncle Dessy had carved a big "X" in the trunk with his trusty penknife, but the model had gone! It had been blown out of the tree by strong winds. Luckily it had not gone far. It was resting on the forest floor, its wing ajar. Overjoyed, Young Albert was pleased to have the model back in his hands, but the little beacon had vanished. A search proved futile and Young Albert decided to cut his losses, although Uncle Dessy did carve another "X", this time in the little tree where the model was found. That was smart!

So Young Albert had given the little beacon up for lost but Uncle Dessy hadn't. What could he do? He imagined scouring the forest floor with a giant magnet, scooping up all the metal that had laid there for



Uncle Dessy never stopped dreaming up new gadgets



years. That would surely include the little beacon. Well, he built such an amazing device. With much enthusiasm and just after a Fun Fly day where Uncle Dessy had bought a bootful of models and flown all of them, he and Young Albert, accompanied by Billy (one of the smartest boys in the club) and Peter (Uncle Dessy's equally clever son) formed a search party and put the magnet to work. But the little beacon could not be found.

Months went by but Uncle Dessy would not give up his desire to find the little beacon. As luck would have it, Santa gave Uncle Dessy a metal detector for Christmas. This was the Ants Pants, thought Uncle Dessy. With half a dozen dials and a big swinging gauge and flashing lights, this would surely find the little beacon. He proudly displayed his impressive gadget to all the flyers at the next flying day.



Uncle Dessy's amazing metal detector

Now Young Albert always wore tracky daks when flying but it was a hot day and snakes were on his mind, so he put on huge snake gaiters up to his knees. Albert was British and was not used to snakes that could kill you with a single bite, they frightened him. Uncle Dessy was not concerned. He always wore shorts and reckoned snakes couldn't get him because he had such hairy legs.

So Uncle Dessy and Young Albert joined up with another couple of keen searchers – Sweet Kathy, who had a bad habit of beating the boys with her planes and Malcolm, who boasted about his ability to track lost models. Uncle Dessy was supremely confident that his space-age device would find the little beacon in a jiffy. Both he and Albert were so enthusiastic, they eagerly assembled the untested device as they walked out across the field towards The Big Blue Lake, loudly reading and cross-checking their actions to the printed instructions in the handbook.

It seemed like ages to get to the trees where Uncle Dessy had carved the "X's" so long ago. It was good that he did this as all trees look the same after a while. But I did say Uncle Dessy was smart, and wise. When they got to the smaller tree, Young Albert found some blue and green rubber bands that he said had come from the model. Sweet Kathy was impressed with their optimism. Uncle Dessy fired up his electronic gadget and started sweeping the leafy forest floor. He was excited. Minutes later, he was jumping with joy. The detector was beeping and flashing – he'd found it! Young Albert scratched away the leaves and started to dig. The detector shared his enthusiasm by beeping even louder. A glint of steel and everyone lent forward as Albert pulled up a fishing hook with metal trace and lure. It looked magnificent but it was such an anticlimax. Uncle Dessy reminded the others that the day was young and that his detector was the "Ducks Guts" as it could find anything. They would soon have the little beacon.



**They found a lot of stuff**

Young Albert wasn't so sure, even suggesting that a bower bird may have claimed the shiny beacon to adorn its nest. Uncle Dessy soon tired of waving his detector across the ground and handed it to Malcolm who systematically started to sweep the forest floor. Twice the detector sprung into life, once heralding the discovery of a ring-pull from a soft drink can and later something much deeper underground. The search party felt that they shouldn't be digging for things they didn't want to find. To ease the tension, Uncle Dessy decided to act the goat and hide a \$2 coin in the leaves. The detector went mental and he laughed and laughed. Uncle Dessy enjoyed a good joke.

But an hour went by and they hadn't found the little beacon. Had the space-age gadget been a failure? They didn't think so – Uncle Dessy always turned up to the field with groovy gadgets and he always got them to work. He was smart.

Sweet Kathy hadn't said much as she quietly searched through the leaves. "Is this it?" she cried, holding up a dirty and battered metal and plastic object. The little beacon had been found without its aerial and



**Sweet Kathy finds the little beacon!**

much the worse for wear. Even the birds had pecked at the battery, peppering its shiny face with dents and scratches.



**The battered little beacon**

Young Albert couldn't believe it, although Uncle Dessy was aghast that his space age gadget hadn't found it. As they proudly strolled back with their prize, five wild horses galloped down to greet them in the open paddock. Dust swirled up from their thundering hooves and their manes flowed freely in the breeze. Young Albert thought the horses knew the beacon had been found and wanted to join in with the excitement, but Sweet Kathy said they were just curious and hungry. Sweet Kathy understood horses and always talked to them when she saw them in the paddocks. She was not afraid of horses. Uncle Dessy thought they were after his metal detector.

What a great end to a great day. Young Albert was so excited he went straight home and soldered on a new aerial and fitted a new battery. Guess what? The little beacon worked again. And Young Albert smiled, and celebrated.

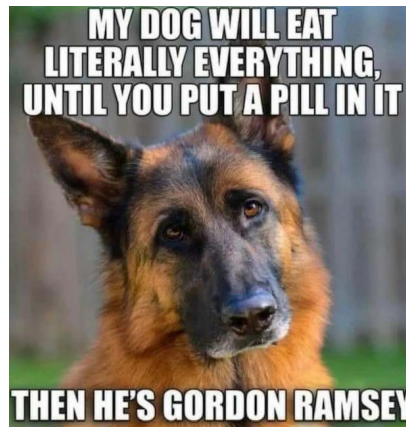
The End.

***You can bite it, you can rain on it and you can stomp on it, but it keeps tracking on.***

**VIN MORGAN TRACKERS**

***Never leave home without them.***

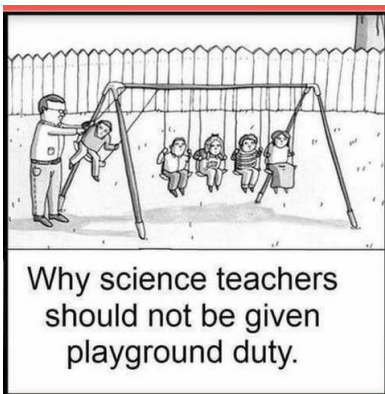
# JOKES



**Beware of a new Amazon scam. My husband ordered me some expensive jewelry, but motorcycle parts came instead. Thankfully they fit his bike...**

**Last year I joined a support group for antisocial people. We haven't met yet.**

**I said I was good at making decisions. I didn't say the decisions I made were good.**



**I MAY NOT HAVE LOST ALL MY MARBLES YET, BUT THERE'S A SMALL HOLE IN THE BAG SOMEWHERE**

### Bet you didn't know this?

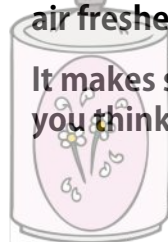


Never mess around with superglue...



I've invented a thought-controlled air freshener.

It makes scents when you think about it!



# BFFS SPY



Our Craig Ferguson is innovative, to say the least. This is how he carries his models across from Russell Island in the ferry!



Look close. That's the battery, altering the CG big time!



# BRISBANE FREE FLIGHT SOCIETY 2023 Flying Calendar



Month	Date	Start	Event	Location
January	<b>F</b> Sun 22 <sup>nd</sup>	7-10am	Trimming day & fun flying	Coominya
	<b>✂</b> Sat 28 <sup>th</sup>	12-4pm	Bar-B-Que Lunch & General Meeting	John's place
February	<b>F</b> Sun 12 <sup>th</sup>	7-10am	Trimming Day & Fun Flying	Coominya
	<b>CP</b> Sun 26 <sup>th</sup>	7-11am	Club Day 2 min class models (3 flights, multiple entries allowed)	Coominya
March	<b>IND</b> Sat 11 <sup>th</sup>	3-6pm	Indoor – Delta Dart	BSHS
	<b>🏆CP</b> Sun 12 <sup>th</sup>	7-2pm	F1H State Champs (5 flights) and E36 club event (3 flights)	Coominya
	<b>F</b> Sun 26 <sup>th</sup>	7-2pm	Club Fun Day including P20 (3 flights)	Coominya
April	<b>F</b> Sun 2 <sup>nd</sup>	8-12pm	Trimming & Fun Flying / Reserve Day	Coominya
	<b>IND</b> Sat 15 <sup>th</sup>	3-6pm	Indoor – EZB	BSHS
	<b>🏆CP</b> 16 <sup>th</sup> – 23 <sup>rd</sup> 23 <sup>rd</sup>	8-12pm	AFFS Champs & SCC F1J State Champs (5 flights) + Club 2 Min Class (3 flights)	Narrandera, WW Coominya
May	<b>🏆</b> Sat 6 <sup>th</sup>	8-1pm	F1A State Champs (5 rounds, R1 240 secs)	Dalby
	<b>🏆</b> Sun 7 <sup>th</sup>	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
	<b>F</b> Sun 7 <sup>th</sup>	8-12pm	Trimming & Fun Flying	Coominya
	<b>IND</b> Sat 13 <sup>th</sup>	3-6pm	Indoor – HLG/CLG	BSHS
	<b>🏆CP</b> Sun 21 <sup>st</sup>	8-12pm	F1G State Champs (5 flights) + Club 2 Min Class (3 flights)	Coominya
	<b>F</b> Sun 28 <sup>th</sup>	8-12pm	Club <b>rubber model</b> fun & testing day (including Frog models)	Coominya
June	Sat 3 <sup>rd</sup>	8-1pm	Reserve F1A day	Dalby
	Sun 4 <sup>th</sup>	8-1pm	Reserve F1B day and Fun Fly at Coominya	Dalby/Coominya
	<b>IND</b> Sat 10 <sup>th</sup>	3-6pm	Indoor - Hanger Rat	BSHS
	<b>F</b> Sun 18 <sup>th</sup>	8-1pm	Club Fun Day including P20 (3 flights) & ½ hr Scramble	Coominya
	<b>✂</b> Sat 24 <sup>th</sup>	12-4pm	Bar-B-Que & AGM	John's place
July	<b>IND</b> Sat 1 <sup>st</sup>	3-6pm	Indoor – P18	BSHS
	<b>🏆</b> Sun 9 <sup>th</sup>	8-1pm	Scale State Champs, Trimming and Fun Flying	Coominya
	<b>F</b> Sun 23 <sup>rd</sup>	8 – 1pm	Club <b>power model</b> fun & testing day including E36	Coominya
August	<b>CP</b> Sun 13 <sup>th</sup>	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	<b>🏆</b> Sun 20 <sup>th</sup>	8-1pm	E36 State Champs (5 flights)	Coominya
	<b>IND</b> Sat 26 <sup>th</sup>	3-6pm	Indoor – Peanut Scale	BSHS
	<b>🏆</b> Sun 27 <sup>th</sup>	8-1pm	HLG, TLG & CLG State Champs & fun & testing day	Coominya
September	<b>🏆CP</b> Sun 10 <sup>th</sup>	8-1pm	P30 State Champs (3 flights) and Club 2 min class (3 flights)	Coominya
	Sun 17 <sup>th</sup>	8-1pm	Reserve Day	Coominya
	<b>F</b> Sun 24 <sup>th</sup>	8-1pm	Club trimming, sports models & limited RC	Coominya
October	<b>F</b> Sun 8 <sup>th</sup>	7-1pm	Col's Vintage Rally (Fun Fly any Vintage model)	Coominya
	<b>CP</b> Sun 15 <sup>th</sup>	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
	Sun 22 <sup>nd</sup>	7-1pm	Reserve Day	Coominya
	<b>🏆CP</b> Sun 29 <sup>th</sup>	7-1pm	Open Rubber State Champs & Club 2 min class (both 3 flights)	Coominya
November	Sun 5 <sup>th</sup>	7-1pm	Reserve Day	Coominya
	Sun 12 <sup>th</sup>	7-1pm	Reserve Day	Coominya
	<b>F</b> Sun 19 <sup>th</sup>		Club <b>glider model</b> fun & testing day incl CLG & RC Gliders	Coominya
December	<b>✂</b> Sat 2 <sup>nd</sup>	12-4pm	Xmas party & prize presentation	John's place

**🏆** 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"**