

*The magazine for all those who love Free Flight*

# THE BFFS DIGEST

June 2023



## *In this issue:*

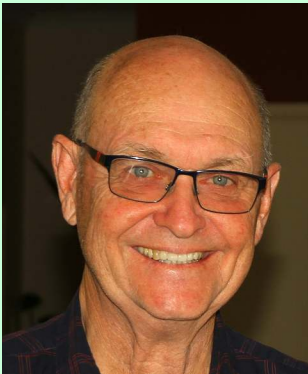
- ★ *AFFS Championships*
- ★ *QLD F1A & F1B St Champs*
- ★ *F1G St Champs*
- ★ *Club Trimming Days*
- ★ *INDOOR EZB*
- ★ *INDOOR HLG/CLG*
- ★ *2023 Flying Calendar*



COVER PAGE:

Ben Lewis launches his F1B model in the Queensland State Championships, held at Dalby in May, with perfect conditions, on the ground and in the air.

**PRESIDENT’S REPORT**



2023 has so far allowed us to run our contests with the exception of F1J after a few years of missing events due to COVID, floods etc. Our recent competitions held at Dalby were flown in ideal conditions both in terms of the paddock and the lack of wind. Mark reported there was a large number of cows on Jessie’s paddock recently so I guess that may help to reduce the long grass.

Tony’s adjacent paddock has been padlocked and is temporarily out of action so for the next couple of months

we will be holding our outdoor events on Jessie’s field. Generally, we fly from the lower corner but if the ground is wet be careful and check the land ahead to avoid being bogged.

Our indoor events have also been proceeding well although the entries were down a bit on the last occasion. We still have three more indoor days scheduled for this year so if you have a Hanger Rat, P18 or Peanut Scale model it may be time to remove the dust and make any necessary repairs to make sure you are ready for the days ahead.

Participation has generally been down this year but this seems to be the case with various modelling activities as our generation succumbs to old age. It maybe we need to look at classes that are less demanding, not those that have long retrievals or that requiring large flying sites, to cater for our age group.

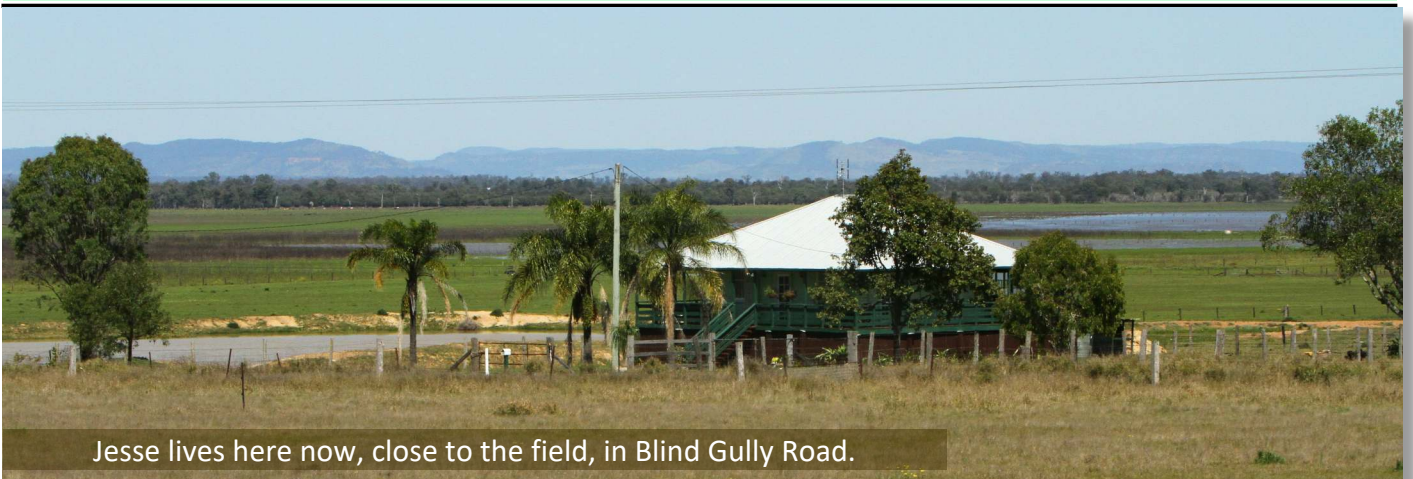
We have our AGM on the 24<sup>th</sup> of next month if you have items that you

**FEATURED IN THIS ISSUE:**

President’s Report .....	2
Secretary’s Report .....	3
March Trimming Day.....	3
45 <sup>th</sup> AFFS Champs.....	6
F1A and F1B Q’LD State Champs.....	14
INDOOR F1L/EZB State Champs.....	17
F1N HLG/CLG State Chs.....	19
Construction Corner.....	21
Jokes Page.....	22
BFFS Spy.....	22
Calendar.....	23

would like included on the agenda - make sure you submit them to Malcolm at least two weeks in advance.

*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 difficult start to 2023 for BFFS free flighters. With Jesse's field compromised by cropping and then flooded and/or swamped by unseasonal heavy rain, we had to reschedule events but thankfully we had the use of Tony's field to accommodate trimming days and the occasional competition.

Now that field is locked while 120 cows and calves graze on the grass. That brings us back to Jesse's field that also has cows on it. Hopefully they may have "mown down" a bit of the grass in time for our next visit in late May!

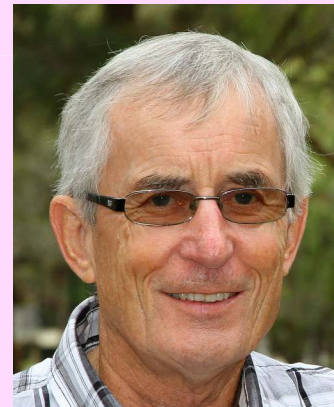
A few of our, well actually a quite a lot of active BFFS competition flyers, (Malcolm, Kathy, Craig, Albert, Graham and Len) ventured south to Narrandera

and West Wyalong. I have included a report of the events flown elsewhere in this newsletter.

We also completed our F1A and F1B State Champs at the Dalby field that was looking its best for us, with no crops and virtually no breeze. I've included the report written by John Lewis in this newsletter.

Indoor was not effected by weather, cattle or crops, so that is progressing quite well. Maybe more of us might attend to get our fix of free flight flying during these outdoor difficulties?

It was good to see Brian on deck again after 2 years of COVID restrictions. It would appear that neither he or his planes have forgotten how to fly.



It's near AGM time so anyone with any ideas for the club should be preparing agenda items now.

*Cheers,  
Malcolm Campbell*



## March Trimming Day

**Coominya 26th March 2023**

Report and photos by Malcolm Campbell



Des takes P20 seriously - that's his vertical power burst



One of Craig's little P20s on the glide



Kathy brought along some nice healthy snacks for the flyers

After a fairly damp evening, Sunday worked out perfectly for a trimming day. Mark Armour beat everyone to the field with Craig Ferguson, Ron Munden and Des Slattery arriving near starting time. Kathy Burford and I were a bit

late, having been to a 21<sup>st</sup> birthday bash the night before.

Mark was flying #9 (a coupe), and it was flying well, loping around on low winds as Mark made small changes to the trim each flight.



There was low key P20 comp with Craig and Des participating. Craig was alternating between two models, raising the bar pretty high with two maxes, the first just squeezing in and the second one a convincing max. Des decided after his first flight time of 50 seconds that he wasn't winding hard enough, adding the usual phrase that he hates rubber. Anyway he maxed his second flight and went away

vertically in his final flight - he'd piled on the turns and was keen to max again.

Des fell short on that max by 3 seconds but, when the scores were added, he has beaten Craig by the same amount - 3 seconds. Des was happy.

He then put up some excellent E36 flights with his Cobra-powered own

design and, while he was putting in 2 minute flights, he was still not able to tighten the glide turn - he was using half the paddock!

Ron was happy to watch the other flyers and Des really wanted to demonstrate his Linnett with the BMK RDT to Ron, but he'd left the stab at home. Not to worry, he pulled out his trusty Pushy Cat, boasting he hadn't



Craig Ferguson's first flight with his twin-tail P20



Craig again later, with his second P20



Des's little P20 performed perfectly



And so did his OD E-36



He tried to throw away his Pushy Cat



But it came back for more



Most of the flies were on Des's Caddy



Plus a few on his back

set the DT. It landed safely and he announced the second flight was with a full tank. It headed out straight, straight towards the lagoon - and then the DT went off, the model looped, and the motor stopped and came down in the paddock. That saved Des a potentially long walk.



I flew all three of my F1As, being happy with their behaviour. They can now go back in the box, ready for Narrandera. The E36s are all good to go as are the CLGs, although I'd like to build a couple of new ones. Maybe I'll find time.

We stopped around 10 for healthy snack, thanks to Kathy and we all packed up around 11.30 am.

## P20 Fun Fly results

Name	Flt 1	Flt 2	Flt 3	TOTAL
Des	50	65	57	167 (60 sec max)
Craig	60	90	44	164 (60 sec max)

## But Sunday's Fun did not stop there ...

Des, Kathy and I went down to the bottom field with a metal detector, to see if we could find a beacon I'd lost a month ago. Des led the way onto the lower part of the field and the ground was visibly wet. It was not the place to be and soon Des was bogged, very bogged. The Caddy was going

nowhere. I stopped the Mazda and we all tried to get the Caddy going. Then Des put a call into the RACQ. While he waited on hold, I did a careful U-turn and then lost all forward motion - two cars bogged. Then Des tells us we're on our own with the extraction - the RACQ is not

set up to help people bogged on farm properties!

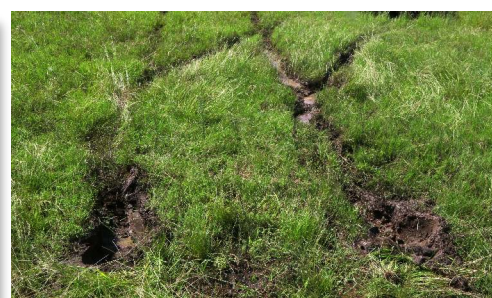
I rang Jesse and left a voice message and then rang Tony, the pig farmer, and he said he'd come and help. Eureka! After finishing his lunch, he and Peter turned up with a workhorse Toyota complete with a power winch.



The little Caddy dug a deep hole



Winched to safety by Peter



Des's Caddy was there



Des, Peter and Tony dragging the Caddy to safety

Des was pulled to safety and shortly after so was I. We did not go back the way we came.

We went around the bottom of Jesse's property and up onto Blind Gully Road. This was a two hour exercise on a hot and humid day.

### And we learnt a lesson:

When six inches of rain falls on Jesse's ploughed paddock, it is a No Go Zone. You will get bogged! A point to note is there is a drainage ditch that runs along the eastern side of the paddock. We have been in the habit of driving in and parking to the right of this ditch, and to launch from there - and that's where we got bogged. The land to the left of that ditch, closest to the side fence, was quite dry and firm - because it hadn't been ploughed.

**Another point I must make for future events:** On arrival, we always turn left and drive down the paddock flanking Banool Road. If there is visible water on the ground in front of the dam where we usually turn right, do not proceed in your car. Walk in and decide where to fly.



# 45<sup>th</sup> AFFS Championships and Southern Cross Cup

Narrandera and West Wyalong

16<sup>th</sup> - 23<sup>rd</sup> April 2023

Report and photos by Malcolm Campbell

## NARRANDERA F1A, F1B and F1C

Like last year, the World Cup events were conducted at Narrandera and the remaining events were flown at West Wyalong. The format seemed to work pretty well. The BFFS was well represented at Narrandera this year, with Craig Hemsworth and Graham Maynard flying F1B, and Albert Fathers and Malcolm Campbell flying F1A. Len Surtees joined us at West Wyalong flying HLG, TLG and CLG plus F1H. Kathy Burford flew E36, F1H and CLG and Malcolm also flew E36, TLG, CLG and F1H.

The weather was perfect at both sites but Narrandera was drying out after some recent rain so the field wasn't easily accessible for practice in the days leading up to the event unless you had a 4WD or a car with reasonable ground clearance. Overnight showers Saturday night meant using up the reserve day and starting the events on Monday.

Kathy and Malcolm, like a few others with small FWD cars, had to be ferried to and from the flight line each day. The AFFS committee worked tirelessly to ensure events went ahead. The first event, the Widgiewa Cup was flown close to the road, thanks to a favourable wind direction but the fly-offs the following day went across the main road. This meant the AFFS Champs that followed were delayed for a couple of hours as we shifted camp further into the field.

**Widgiewa Cup:** Albert's Widgiewa Cup day in F1A started badly with a heel injury that sidelined him for the week. He only managed 2 rounds. Retrievals were difficult for everyone, with rough ground and water patches making for a tiring day. I managed all 5 rounds with an average score. The remaining three flyers, Albert included, were flying Shoks, state of

the art F1As. One of the them, Ian Haigh, recorded 120 metres in his launch! Matt Hannaford won in the fly-off with Ian, with me third.

Craig Hemsworth did very well in F1B maxing out along with four others on a day where red dots were aplenty. Two Chinese were also in the fly-off, and Litian Yang won by 10 seconds from Craig. Graham had problems in round 2 and sat the rest out. Four maxed out in F1C and the fly-offs were long. Shannon Tolmie won convincingly from Shayne McDonald with Chinese flyer Yuan Gao third. F1Bs and F1Cs were landing over the road during the fly-off. Shannon was the only one all week to break the 8 minute barrier. Time was lost when waiting for all the long retrievals and subsequent relocation further into the field, before starting the AFFS Champs, at around 10.30 am.

**AFFS Champs:** It was decided to fly all three World Cup events with a 180 second first round to catch up on time and avoid further delays. With Albert side-lined, only three flew in F1A and I

almost felt like calling it quits with a poor result in the first round. Things improved after that and I managed four maxes, not without considerable drama including losing my glasses during a tow up in light air where I swept my glasses off as I pulled in some line. It took quite some time to find them in the long grass and water. It was one of two distractions that added pressure to the day. Going into round 5 Matt Hannaford was leading although I ended up passing him when he put in a very low score. I was glad



Craig got some great results

the day was over as the retrievals were all difficult.

Graham and Craig had 4 maxes each in F1B and both put in a low score in round 2, with Graham finishing ahead of Craig by 16 seconds. The fly-off of four had Bruce Hao beating Chinese flyer Lu Hoing by a scant 2 seconds from Vin Morgan and Terry Bond. Gary Goodwin was down to one model so, with four models damaged, he elected not to fly.



Albert's run was about to end





Gary Pope won the AFFS F1C in FO



By the last day, Albert was able to launch for Ian Haigh



Kathy launching Ian's Shok Long



The birds kept us company



Wazza's novel way to hold the tent down



Craig was 10 sec off the Widgiewa winner

Like F1B, red dots crowded the score sheet in **F1C**. Five out of seven were in the fly-off! Missing out were Andrew Linwood and Murray Wilson, the latter being top Australian F2D flyer (CL Combat), son of well-known CL flyer Graham Wilson. It was his first F1C event. Gary Pope was the surprise packet in the F1C fly-off, easily out-climbing and out-gliding the opposition with a superb time of 7 mins 40 secs.

The final World Cup event, NSWFFS's **Southern Cross Cup** was flown on the Wednesday. Ian Haigh edged me out of first in **F1A** by 20 secs when I picked poor air in the 4<sup>th</sup> round, with Matt Hannaford finishing third.

It was surprising that no one in F1B maxed out, with the win going to Bruce Hao. New Zealander David Ackery placed second from Craig Hemsworth, both dropping R4.

**F1C** managed a two-way fly-off between Shayne McDonald and Roy Summersby, with Shayne flying 10 secs longer than Roy. Yuan Gao missed the fly-off by 4 secs.

With the big classes now all completed, we packed up and headed towards West Wyalong for the Mini events. Craig, Albert and Graham elected not to go, leaving Kathy and Malcolm to fly the BFFS flag, along with Len Surtees who caught up with us there.



Gary Pope and Shayne McDonald F1C

**AFFS Championships 2023****Widgiewa Cup**

							FO		Place
<b>F1A</b>	Matt Hannaford	180	180	180	180	180	251	900	1
	Ian Haigh	180	180	180	180	180	137	900	2
	Malcolm Campbell	153	148	180	180	103		764	3
	Albert Fathers	180	92	0				272	4
<b>F1B</b>	Litian Yang	180	180	180	180	180	349	900	1
	Craig Hemsworth	180	180	180	180	180	339	900	2
	Gary Goodwin	180	180	180	180	180	305	900	3
	Vin Morgan	180	180	180	180	180	294	900	4
	Lin Xu	180	180	180	180	180	279	900	5
	Bruce Hao	180	180	180	152	180		872	6
	David Ackery	180	161	180	146	180		847	7
	Terry Bond	108	119	153	180	180		740	8
	Graham Maynard	180	6					186	9
<b>F1C</b>	Shannon Tolmie	180	180	180	180	180	488	900	1
	Shayne McDonald	180	180	180	180	180	369	900	2
	Yuan Gao	180	180	180	180	180	346	900	3
	Andrew Linwood	180	180	180	180	180	311	900	4
	Murray Wilson	160	180	180	180	180		880	5
	Roy Summersby	180	180	180				540	6
	Gary Pope	180	180					360	7

**Australian Free Flight Society Championships**

							FO		
<b>F1A</b>	Malcolm Campbell	92	180	180	180	180		812	1
	Matt Hannaford	180	180	180	128	76		744	2
	Ian Haigh	180	180	0	78	169		607	3
<b>F1B</b>	Bruce Hao	180	180	180	180	180	382	900	1
	Lu Hoing	180	180	180	180	180	380	900	2
	Vin Morgan	180	180	180	180	180	335	900	3
	Terry Bond	180	180	180	180	180	316	900	4
	Gary Goodwin	180	180	180	180	180		900	5
	Graham Maynard	180	177	180	180	180		897	6
	Craig Hemsworth	180	161	180	180	180		881	7
	David Ackery	180	180	180	153	180		873	8
<b>F1C</b>	Gary Pope	180	180	180	180	180	460	900	1
	Shane McDonald	180	180	180	180	180	426	900	2
	Yuan Gao	180	180	180	180	180	405	900	3
	Shannon Tolmie	180	180	180	180	180	381	900	4
	Roy Summersby	180	180	180	180	180	357	900	5
	Murray Wilson	146	180	180	180	180		866	6
	Andrew Linwood	120	180	151	180	180		811	7



### Southern Cross Cup

<b>F1A</b>	Ian Haigh	149	180	180	180	95	784	1	
	Malcolm Campbell	156	180	180	68	180	764	2	
	Matt Hannaford	0	180	49	125	180	534	3	
<b>F1B</b>	Bruce Hao	240	180	180	139	180	919	1	
	David Ackery	217	180	180	180	140	897	2	
	Craig Hemsworth	240	180	180	114	180	894	3	
	Vin Morgan	240	180	180	180	105	885	4	
	Graham Maynard	157	180	180	180	176	873	5	
	Gary Goodwin	200	108	180	180	180	848	6	
<b>F1C</b>	Shayne McDonald	240	180	180	180	180	370	960	1
	Roy Summersby	240	180	180	180	180	360	960	2
	Yuan Gao	240	180	180	176	180	956	3	
	Andrew Linwood	240	180	180	180	156	936	4	
	Murray Wilson	240	180				420	5	
	Shannon Tolmie	240	127				367	6	

### WEST WYALONG Minis

Comfortably set up in our motel by midday, Kathy and I went out to inspect the field and also trim E36s. Mine settled in quickly and I was confident it would do well. Kathy revisited the Joulebox she successfully flew at Coominya. Unfortunately, she was having trouble mastering the launch style so different to her recently departed Apache. Anyway, I think one test flight dislodged the stab so that it had some down incidence. This showed in the next launch so I RDT'ed the motor run, it then started to dive quickly towards the ground and the second RDT press stopped forward motion long enough to explode the wings with the fuse

looking somewhat sad after it hit the ground.

**DAY 1:** We flew in **E36** with eleven flyers. I was hopeful of a good score but no one got near Warren Leadbeatter's Pearl 222 that maxed out. Vin Morgan, after a slow start maxed the other flights to beat me by 13 secs with Leigh Morgan a further 11 secs back. It was quite a close event as the scores will show. No BFFS flyers competed in **Combined Vintage** also flown on that day. Roy Summersby maxed out with his veritable Swiss Miss with Ian Haigh's Lamb Climber falling 2 seconds short. Warren Leadbeatter's Stomper was a further 5 seconds behind, so it was a close finish.



Warren Leadbeatter maxed out in E36



Kathy holds my E36 beside Harry Sokol's diminutive E20

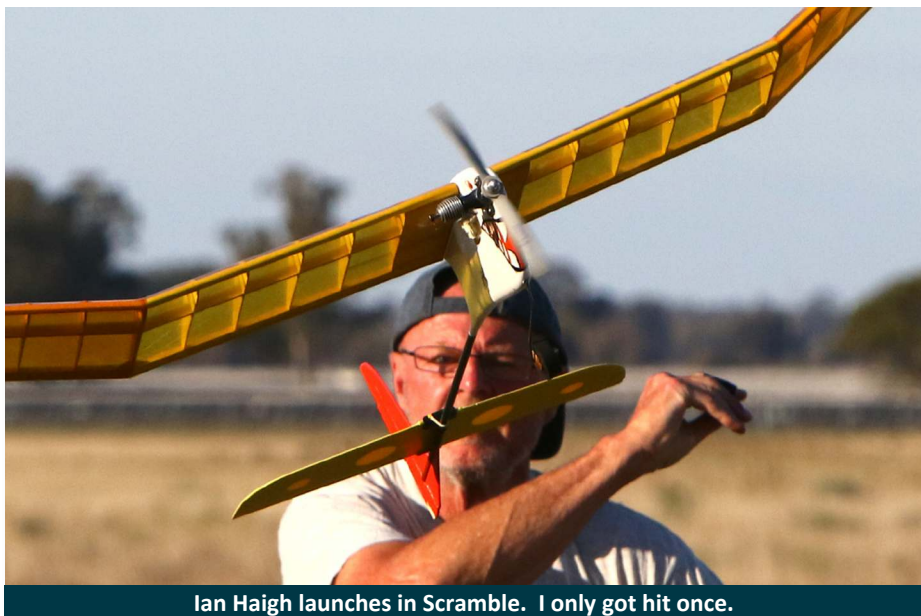


Len Surtees, very pleased with his US F1H



**DAY 2** was a big one. **F1G, F1H and F1J** were flown together, with separate awards. Kathy, Len and I all flew F1H. Len was using a nice carbon model he acquired from Fred Terzian during his Lost Hills USA visit. Len and his model show promise. Kathy and I flew Aiglets. Len won. We only managed 3 and 4 flights respectively. Why? Well, last year my Aiglet flew away, being found over 6 km out. The retrieval involved 10 km of walking, because I got lost. It flew away because I didn't plug the battery in. Well, this year it flew away again, in exactly the same direction, and the RDT didn't work, again.

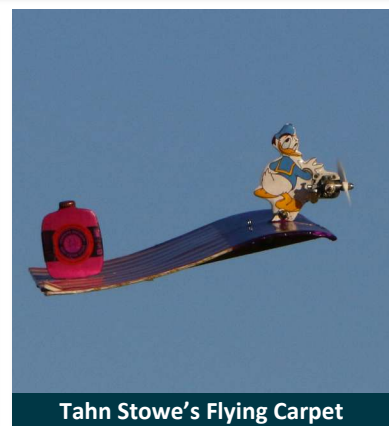
This time I think the DT battery connection may have been dislodged in the previous flight. Another big chase took place, with it last heard 13 km out, still happily circling after two hours, and it was only 1 pm. We searched extensively that day until dark, and again the next day, without any luck. The big problem was that the road system prevented me getting directly behind the model so we would have been extremely lucky to find it. Two months later, no one has phoned me. Another very good



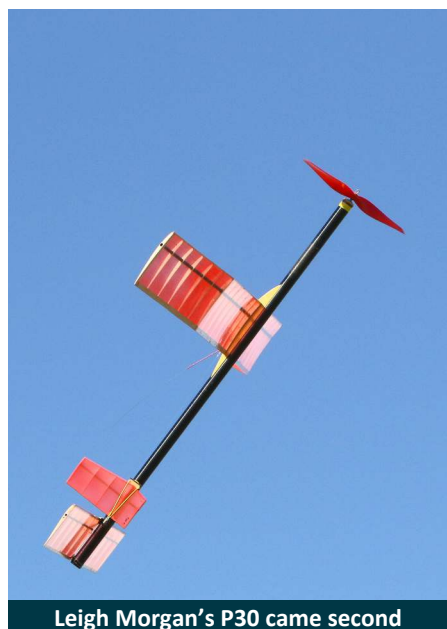
Ian Haigh launches in Scramble. I only got hit once.



Aaron Booth's Super Sniffer



Tahn Stowe's Flying Carpet



Leigh Morgan's P30 came second

model lost this year. **P30** was also flown, with 8 entries – Terry Bond, Leigh Morgan and Ian Haig filled the first three places after the fly-off.

**Scramble** was sponsored by Tahn Stowe and it was enthusiastically flown by 10 competitors. Starting at 4 pm in light winds, everyone was



A good field of tired Scramble flyers. Terry Bond won.



9 yo Albert Bojec placed second

pretty exhausted when it concluded. It was quite exciting in the centre getting photos, I certainly captured the spirit of the event although I did get hit once.

**Indoor** was flown for only a few entrants, with F1N and Hangar Rat being the only classes contested. **F1N** was a battle royale between Len Surtees and Michael Towell, the latter winning by 0.4 sec with Ian Haig off the pace 3 secs behind. With five in **Hangar Rat**, it was great to see little



4- year-old Lachlan Booth easily win the event, the only one to crest 2 minutes, and he did it three times! Natalie Beckett seems to be a fast learner - she easily filled 2<sup>nd</sup> place from partner Michael Towell.

**DAY 3: Combined Open** % had 10 entries. David Shackelford (F1J), Vin Morgan (Duezio F1G) and Andrew Linwood (Viking) maxed out, tying for first place with Terry Bond 1 second

behind. My E36 placed 5<sup>th</sup>, 4 secs behind the winners.

I participated in **HLG/TLG**, a class that I may eventually get better at, chasing the stars in **CLG**, with me placing 4<sup>th</sup> and Kathy 6<sup>th</sup> out of 9 flyers. Len Surtees won by one second from Natalie Beckett with Michael Towell 2 seconds in arrears. That's probably the closest CLG that I can ever recall.

Awards were presented at the farmhouse on sunset and, when all was tallied up, Ian Haigh was Champ of Champs. The three days of flying were completed in exceptional weather.

The presentation dinner was held at the farmhouse with locally sourced lamb. No one complained about the food and many went back for seconds. There were at least three I saw steering towards a Monday hangover.



Natalie Beckett's Hangar Rat placed 2<sup>nd</sup>



4 yo Lachlan Booth won Hangar Rat



Mickey Towell was the one to beat



Mickey Towell's F1N won on the night. Len Surtees got longest flight.



Lachlan Booth CLG



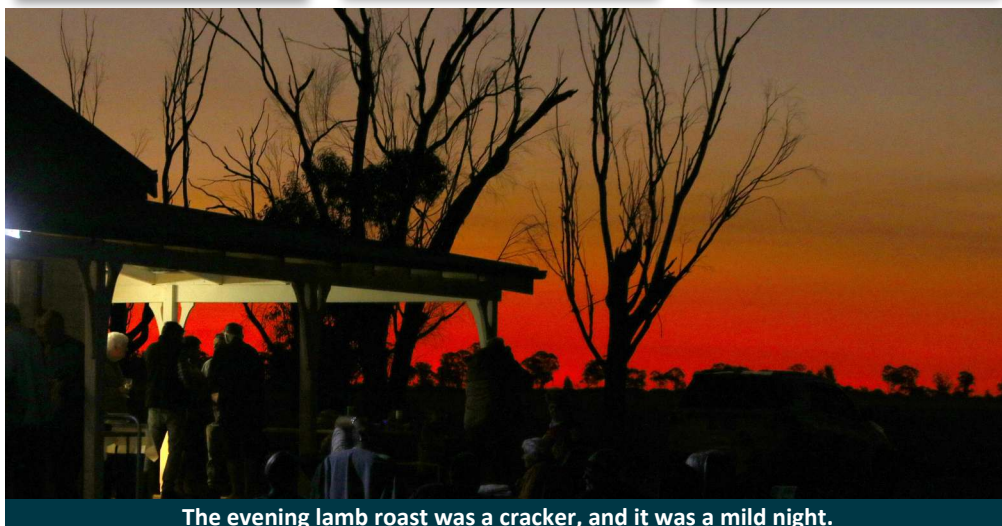
Kathy Burford CLG



Natalie Beckett CLG



Mickey Towell TLG



The evening lamb roast was a cracker, and it was a mild night.



Ian Haigh Champ of Champs

## AFFS MINI RESULTS WEST WYALONG

<b>P-30</b>	Terry Bond	120	120	120			154	360	1
	Leigh Morgan	120	120	120			127	360	2
	Ian Haigh	120	120	120			104	360	3
	Michael Towell	92	120	120				332	4
	Aaron Booth	42	104	120				266	5
	Natalie Beckett	94	106	65				265	6
	Lachlan Booth	84	58	120				262	7
<b>E-36</b>	Warren Leadbeatter	120	120	120				360	1
	Vin Morgan	91	120	120				331	2
	Malcolm Campbell	111	87	120				318	3
	Leigh Morgan	120	120	67				307	4
	Andrew Linwood	120	63	120				303	5
	David Shackelford	72	111	120				303	6
	Harry Sokol	105	121	73				299	7
	Roy Summersby	120	85	90				295	8
	Aaron Booth	76	120	87				283	9
	Michael Towell	57	90	120				267	10
	Kathy Burford	120	0	120				240	11
<b>F1G</b>	Vin Morgan	120	120	120	120	120		600	1
	Ian Haigh	120	97	120	70	120		527	2
	Terry Bond	120	73	120				313	3
<b>F1H</b>	Len Surtees	0	120	93	120	79		412	1
	Malcolm Campbell	79	55	67	120	0		321	2
	Kathy Burford	85	120	44	0	0		249	3
<b>F1J</b>	Roy Summersby	120	120	120	120	120		600	1
	Harry Sokol	120	120	120	120	40		520	2
	Tahn Stowe	120						120	3
<b>Combined Vintage</b>			Type						
	Roy Summersby		Swiss Miss	180	180	180		540	1
	Ian Haigh		Lamb Climber	178	180	180		538	2
	Warran Leadbeater		Stomper	180	173	180		533	3
	Martin Williams		Stomper	139	180	87		406	4
	Gary Goodwin		Eliminator	84	180	0		264	5
	Terry Bond		Ultra Hogan	51	111	18		180	6



Max

<b>Combined</b>	David Shackelford	120	120	120	120		100	1	
<b>% Open</b>	Vin Morgan	120	120	120	120		100	1	
	Andrew Linwood	180	180	180	180		100	1	
	Terry Bond	120	119	120	120		99.722	4	
	Malcolm Campbell	120	120	116	120		98.889	5	
	Ian Haigh	120	120	110	120		97.222	6	
	Warren Leadbeatter	180	157	143	180		88.889	7	
	Harry Sokol	123	180	144	180		82.778	8	
	Martin Williams	120	39	120	120		77.5	9	
	Roy Summersby	35	180	45	180		48.148	10	
<b>Combined</b>	Michael Towell	47	60	38	36	60	60	180	1
<b>HLG/DLG</b>	Len Surtees	18	18	46	32	40	35	121	2
	Malcolm Campbell	14	18	14	20	21	22	63	3
<b>CLG</b>	Len Surtees	50	56	47	60	42	60	176	1
	Natalie Beckett	41	28	32	60	55	60	175	2
	Michael Towell	54	34	59	31	30	60	173	3
	Malcolm Campbell	27	22	50	43	24	60	153	4
	Geoff Hungerford	32	33	47	34	19	32	114	5
	Kathy Burford	34	25	30	30	44	22	108	6
	Ian Haigh	34	6	30	21	20	23	87	7
	Aaron Booth	3	13	15	14	3	19	48	8
	Lachlan Booth	10	2	2	2	5	5	20	9
<b>F1N</b>	Michael Towell	29.3	29.9	30.8	22.8	28.2	28.8	25.9	28.6
	Len Surtees	24.1	28.5	27.7	27.7	27.2	26.3	33	28.4
	Ian Haigh	28.1	22.2	26.3	23.3	23.9	26.6	26.5	28.2
<b>Hangar Rat</b>	Lachlan Booth	130	127	18	136	105	104	266	1
	Natalie Beckett	96	6	4	117	92	98	215	2
	Michael Towell	95	42	4	92	94		189	3
	Geoff Hungerford	52	67	78				145	4
	Aaron Booth	16						16	5



The NSWFFS continues to improve the house and all flying fields with regular enhancements that we notice with each visit



# F1A and F1B State Championships Dalby

## 6th April 2023

Report and photos by John Lewis and Malcolm Campbell



Field condition at Dalby was magnificent

Malcolm and Albert were at the field by midday Friday for some trimming. Light winds in every direction and the field in perfect condition augured well for Saturday. Malcolm was very happy with one model but the model he wanted to fly was misbehaving. He had replaced the tailplane during the week and spent the afternoon chasing trim. Four hours later he was still unhappy, and Kathy was very weary

after so much time in the sun. Albert had even worse luck, he pulled a hamstring on his first launch and that took him out of the competition. That night they all enjoyed a hotel meal with Craig. John Lewis picks up the story.

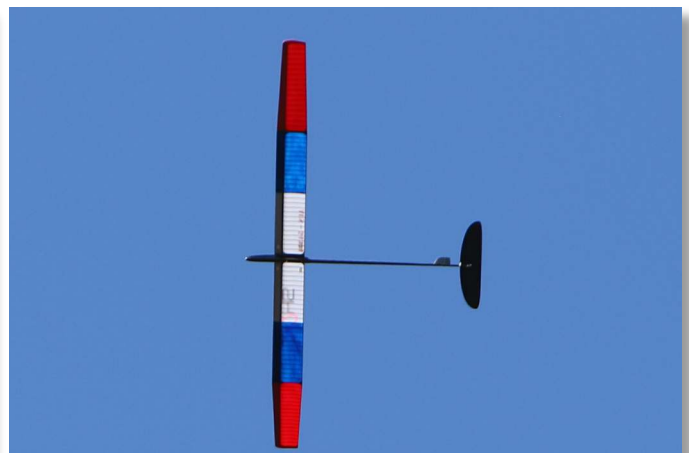
The weather forecast for Saturday April 6 looked very good with the Sunday looking OK early but with the wind speed predicted to pick up by

mid-morning. On arrival at the field on Saturday we were greeted by dead calm conditions. The paddock was void of any crop or stubble except for a section of very low cotton adjacent to the grassed flying strip facing the highway.

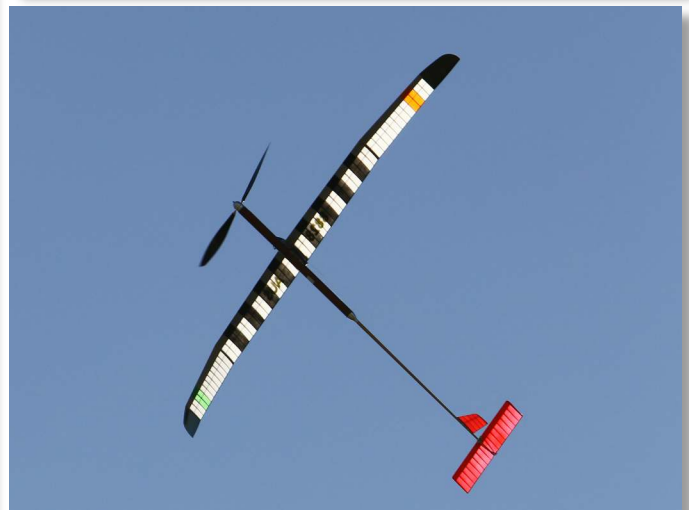
Unfortunately, Kathy was suffering the effects of dehydration and remained back at the motel. Albert was unable to compete due to a leg



Kathy Burford launched for Albert Fathers on his one Friday test



The Shok had its new elliptical tail



Craig Hemsworth flew an old but still very good F1B on Friday





Ben Lewis first towed up "Verde Meccanico", and put it away



He then settled on his usual model for the comp

injury and offered his services as a helper and time keeper.

**F1A:** Ben decided to fly one of his reserve models but soon found it was out of trim and went back to his usual model for his first flight. With no apparent wind direction Ben towed and circled in a number of different directions before launching into a patch of light lift. The air was buoyant and although the model didn't gain much height above the initial launch it finally DTed at five and a half minutes. John was up next but found the calm conditions challenging trying to gain sufficient unlatch tension. Finally, he launched and although not high the model was maintaining its launch height until it DTed prematurely after 1 minute. When setting up the model

John had not advanced the DT wire into the correct scroll after attaching the DT cable. Malcolm's concerns were for Kathy and he didn't put much effort into his flight. He found the lack of wind made it difficult to achieve a good launch and was down just short of a minute and a half. With the four minute first round Ben was virtually in an unassailable position.

Kathy was quite unwell so Malcolm packed up his model and returned to the motel to take her home. By Tuesday she was nearly back to normal. Ben and John continued to find helpful air and max their next two flights.

**F1B:** Since Craig Hemsworth was present and intending to do some F1B practice and since both John and Ben

had their F1B models on the field, we decided to call the F1A event after the first 3 flights and fly the F1B event in the ideal conditions. This turned out to be a good decision as the following day proved to be far windier than predicted reaching over 8 m/s by mid-morning.

Craig had no problem maxing his first flight with his all-carbon modern model. Both Ben and John also maxed their first flight comfortably although not getting nearly as high as Craig's model. Both Craig and Ben easily maxed their second flights but John's model was stalling badly both under power and on the glide. A gust of wind had tipped his model over after the first flight and it seems this may have resulted in the tailplane being repositioned below the tailplane rest



Craig flew his Stefanchuk model with the smooth dihedral joints, Albert times



Ben always tries hard with his launches

rather than the leading edge resting on top.

Craig’s third flight maxed comfortably however Ben’s model after gaining the best height he had achieved on the day found down air to sub max. John also got high on his 3<sup>rd</sup> flight and like Ben found a downer to also sub max landing just a few meters off the grassed strip.

Since we had decided to fly 3 three-minute flights Craig was a well-deserved first, Ben second and John third. Although participation was less than expected both the flying field and the weather were excellent.

A big thank you to Cameron from the Dalby club who opened up the facilities and stayed with us for the duration of our events.



**F1A results:**

Name	Flight 1	Flight 2	Flight 3	Total
Ben Lewis	240	180	180	600
John Lewis	71	180	180	431
Malcolm Campbell	85	Retired		85

**F1B results:**

Name	Flight 1	Flight 2	Flight 3	Total
Craig Hemsworth	180	180	180	540
Ben Lewis	180	180	168	528
John Lewis	180	76	143	399



# INDOOR 2023

## EZB/F1L QLD State Champ

### 15 April 2023

Add another photo/s?

Report and photos by John Lewis

We were hoping for potentially 7 competitions however Ben, Ron and Van who competed last year were unavailable leaving us with 4 competitors this year.

John started well with a couple of five minute plus flights and was feeling fairly confident with Craig, Brian and Larry having some trimming issues. Uncharacteristically Larry's model was failing to gain good

altitude and was not turning tight enough to avoid the walls.

Initially Craig's model was looking competitive but failed to make high enough scores to threaten John. Brian had been absent for the last few years and indicated he wasn't a threat but who would believe that when he effortlessly posted a first round score of nearly six and a half minutes late in the day. Brian's next couple of flights fell well short but his fourth flight was

once again around six minutes to comfortably win the event.

It's kind of amazing that our FAI outdoor events have maximum scoring rounds of three minutes and usually travel a kilometre on average yet these small models can fly twice that time and land a few feet away. Needless to say we had a good afternoon's flying and its good to see Brian back setting the pace.



Craig extracts his model



Craig's climb looked good



John aimed for the ceiling



But he strayed too close to the net



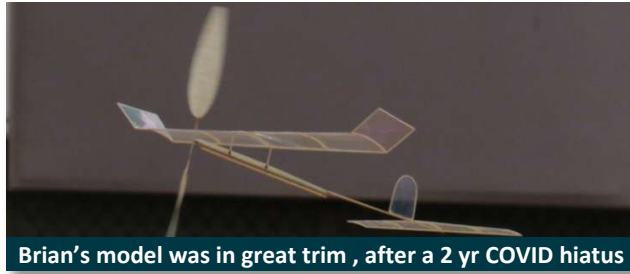
But also bumped into the net



And was snared



Craig attempts a net-free flight



Brian's model was in great trim , after a 2 yr COVID hiatus



Brian came back strongly



He never encountered the net



Whose model is this? Larry's perhaps?



And serenely cruised around for the best high times

Name	R1	R2	R3	R4	R5	R6	Best of 2
Brian Taylor	383	135	275	359			742
John Lewis	326	322	190	102			648
Craig Byrne	115	116	165	168			333
Larry Brownlow	29	117	161	76			278



And the winners were 3: Craig 1: Brian 2: John



# INDOOR 2023

## HLG/CLG QLD STATE CHAMPS

### 13 May 2023

Report and photos by John Lewis

This year participation was down with a couple of regular glider pilots not being available. Ben was the only one using a traditional hand launch glider and after making some last minute repairs and adjustments was soon getting consistently good results.

Ben's first official flight indicated an improvement from last year posting 37 seconds. His next flight gained better height but unfortunately the model hit the net and although recovering was 10 seconds short of his

first score. Ben continued to record good times on his remaining flights but just failed to potentially crack 40 seconds on a couple of occasions hitting obstacles.

John had made a new catapult glider in the hope of improving his scores that have been dropping each year flying a conventional hand launch model. Initial flights looked encouraging and after reducing the nose weight and decreasing the glide turn John's model was soon recording

competitive times. Brian too was flying a catapult glider and both John and Brian made a number of 33 second flights with they're evenly matched models. Both John and Brian managed a couple of higher times with John ending up one second ahead of Brian while Ben was unchallenged well ahead. With the age of most of members making it difficult to throw gliders to just under the rafters, the catapult glider is a good way to remain competitive.

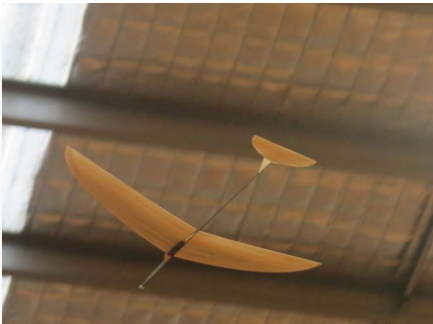
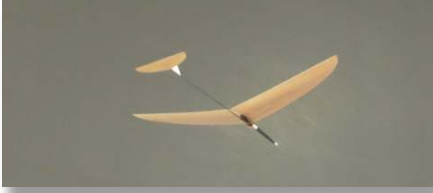


Ben puts a lot into his hand launches



Whereas Brian and John prefer just to stretch a little





Ben's model was the one to beat

But who was that Masked Man?



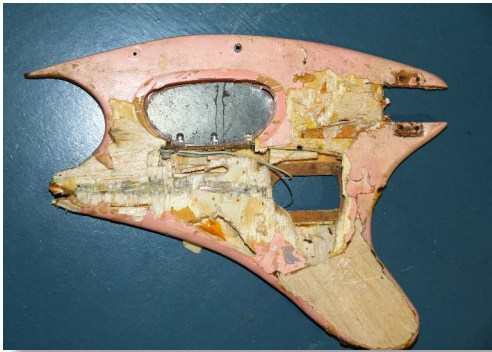
Everyone was a winner 3: Brian 2: John 1: Ben

Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	Bestof3
BenLewis	37	27	36	<b>39</b>	<b>38</b>	36	35	<b>38</b>	38	115
JohnLewis	31	32	<b>33</b>	33	32	33	33	<b>34</b>	<b>36</b>	103
BrianTaylor	31	32	<b>33</b>	33	33	32	<b>35</b>	<b>34</b>	33	102



# CONSTRUCTION CORNER

Nothing much to report here, so Malcolm dug out to photograph what he's been chipping away at for the last few months. It's his **Scooter** scramble model, now about 25 years old. The designer, President John, has one too. But John's is immaculate!



It was very tired prior to first rebuild



**MAY 2018:** It didn't last long like this; all the paint came off on his hands!



**May 2023:** Rebuild #2 was more thorough.



Malcolm did build a lot in the early years			
1997.08	Madcap	2000.04	Rubicon P30
1997.09	Rubicon P30	2000.05	Rubicon P30
1997.11	Senator	2000.06	Monster Fike
1997.12	Rubicon P30	2000.06	Rubicon P30
1998.01	Pink Elephant	2001.03	Lil Hinney Mk 3 (F1H)
1998.05	Tumbleweed II	2001.03	Rubicon P30
1998.07	Seraph	2001.10	Warrigal
1998.11	Scooter	2002.05	Coupe De Grace
1999.02	Lil Hinney Mk 3 (F1H)	2002.05	Dixielander
1999.05	Rubicon P30	2004.03	30% of a Draft Dodger
1999.10	Piper Cub J3		
2000.02	RSI Open Rubber		



John Lewis built a new Indoor CLG the week before the F1L comp. It flew well, beating Brian Taylor by a scant one second, into second place. But John's mind has been elsewhere. Get a load of the rack in the photo opposite! Aren't they control line models? I do like the semi-scale Spitfire!





# JOKES

**BUNNINGS**  
warehouse

TIP NUMBER 22  
'WHEN UNABLE TO LOCATE STAFF.'

ENTER GARDEN SECTION AND START ONE OF THE CHAINSAWS... THEY WILL FIND YOU.

I've found marriage to be very educational. For example, I had no idea there was a wrong way to put milk in the fridge.

Everyone talks about leaving a better planet for our children.

Why doesn't anyone try to leave better children for our planet?

Why are hallways in psychiatric hospitals called "hallways"? Shouldn't they be called psycho paths?

LOADING DOCK

16 TONS

"You know, Ernie, I can't help this feeling that I'm just another day older and deeper in debt."

**My Kid:** I feel like you're always making up rules and stuff.

**Me:** Like what?

**My Kid:** Like if I don't clean my room a portal will open and take me to another dimension.

**Me:** Well that's what happened to your older brother.

**My Kid:** What older brother?

**Me:** Exactly.

JUST DOING A  
LITTLE SPRING CLEANING.

All I'm saying is, at any point during that ride through the desert he could have given the horse a name.

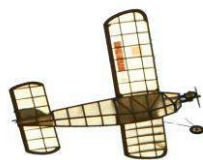
# BFFS SPY



This is great cap. It says:  
Do stuff  
Have fun  
Be nice  
Guess who wears it?







# 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
	16 <sup>th</sup> – 23 <sup>rd</sup>		AFFS Champs & SCC	Narrandera, WW
	<b>🏆CP</b> 23 <sup>rd</sup>	8-12pm	F1J State Champs (5 flights) + Club 2 Min Class (3 flights)	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>	<del>8-1pm</del>	<del>Reserve F1A day</del>	<del>Dalby</del>
	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"**