

The magazine for all those who love Free Flight

THE BFFS DIGEST

September 2023



In this issue:

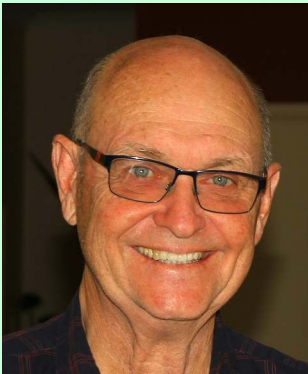
- ★ *E-36 State Champs*
- ★ *F1G State Champs*
- ★ *Club competitions*
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- ★ *INDOOR Hangar Rat*
- ★ *INDOOR P18 and Scale*
- ★ *2023 Flying Calendar*



COVER PAGE:

Des was the only one to fly a Frog model on the day, choosing a Frog Senior Series Linnet. With a surplus of power, it kept us amused. Des is now Australia’s oldest active free flight modeller. He turned 90 on 7th July and survived a week-long period of parties and celebration. Good on you Dessy!

PRESIDENT’S REPORT



At last, we are emerging from the winter months and have had some great weather of late. The grass height is reducing at Coominya as the cows take care of that for us. Our BFFS Mini Power and QDP events were held in perfect weather and, although our numbers have reduced, we seem to be enjoying our flying more now in a relaxed manner. E36 was a great day and well supported although there were some longer retrievals later in the day.

Our indoor program is now completed for 2023 so time to start planning which models you need to build or repair for next year. I haven't done the calendar for 2024 as yet partly due to looking at the needs of our

current membership and what is the best way to proceed. Malcolm and I have been looking at the new club rule book as well hoping to make it relevant to our current and future requirements.

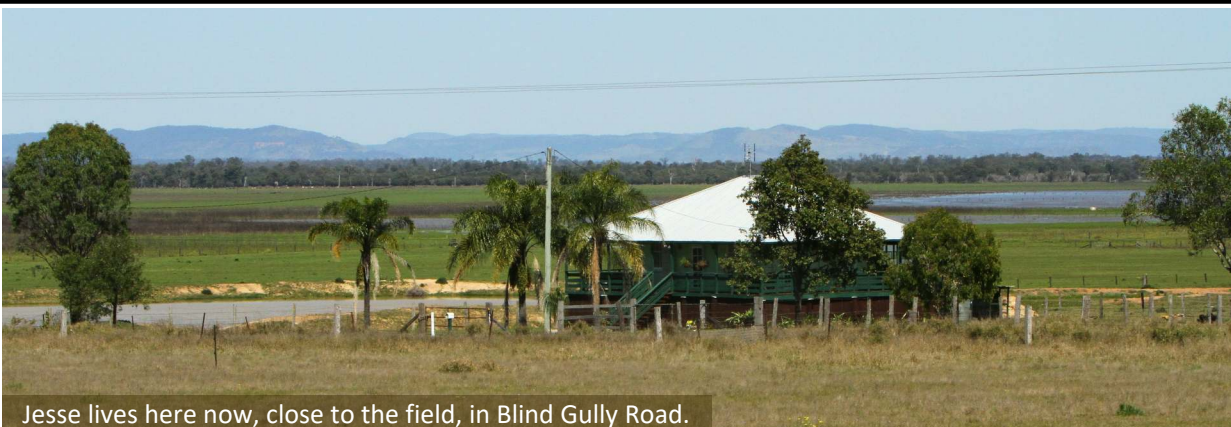
We have altered the dates of a few events lately to ensure as many as possible are able to attend. Apart from E36 there are only a few potential competitors in some classes so on occasions we need to be flexible to ensure we can run these events successfully. Many of our members are finding it difficult to walk long distances to retrieve models so adverse weather conditions are becoming more of an issue.

Hopefully the calm conditions continue into the next few months but as it heats up make sure you drink plenty of water and apply the sunscreen. If you are building a new model or have discovered a better way of doing things send any material you may wish to share with to Malcolm for it can be included in our newsletter. We have a very full program over the next few months (contests and trimming opportunities) so hope to catch up with everyone at Coominya.

Cheers, John Lewis

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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 good to see the grass getting shorter at Coominya. Hungry cattle and very little rain has the grass down to about a foot in height. Let's hope it keeps getting shorter.

The 2023 World Champs have been run and won. It's harder to pick winners than the Melbourne Cup. Nonetheless, all wins were deserved. But it's astounding how bad luck has fallen on those least expected, people like Per Findahl, Constantin Brinzoi, Alexander Andriukov and other past world champions.

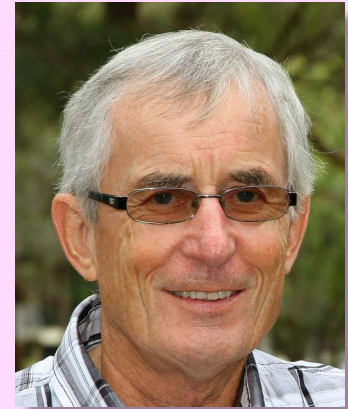
Albert Fathers was unlucky not to make the F1A fly-off but he was in the upper echelon as far as age goes, so he did very well. Victorian Ian Haigh was

the placed best Aussie, making the fly-off to finish 34th.

Craig Hemsworth made the fly-off in F1B along with 49 others, to finish in 31st place with the amazing Bruce Hao in 13th. Bruce came off a win in the Asian Pacific F1B International in Mongolia the month before and also the Sierra Cup at Lost Hills in February. Bruce only came on the scene a few years back, when he quickly became known as "Captain Risky" for his F1J exploits at West Wyalong! His rise to stardom has been meteoric. And the Australian F1B team placed 3rd.

Gary Pope was the best performing AUS F1C flyer placing an excellent 12th.

For BFFS members, September and October are our final competition



months for the year and it now includes postponed and rescheduled events. So there's still lots of fun awaiting you at Coominya. It's warming up, time for gaiters and good leg protection.

*Cheers,
Malcolm Campbell*



Australia placed third as a team in F1B. From left to right: Bruce Hao, Vin Morgan, Craig Hemsworth with Gary Goodwin Mgr

F1A: 114 flew, 38 countries, 2 fly-offs

- 1. Lauri Malila SUI
- 2. Robert Hellgren SWE
- 3. Alejandro Arigos ARG
- 34. Ian Haigh AUS
- 52. Matt Hannaford AUS
- 79. Albert Fathers AUS

Our AUS team placed 14th

F1B: 109 flew, 38 countries, 1 fly-off

- 1. Bozo Grubic SRB
- 2. Jes Nyhegn DEN
- 3. Dominik Andrist SUI
- 13. Bruce Hao AUS
- 31. Craig Hemsworth AUS
- 34. Vin Morgan AUS

Our AUS team placed 3rd

F1C: 70 flew, 25 countries, 2 fly-offs

- 1. Darijo Jermol CRO
- 2. Ezra Shemesh ISR
- 3. Viacheslaav Aleksandrov UKR
- 12. Gary Pope AUS
- 29. Roy Summersby AUS
- 64. Andrew Linwood AUS

Our AUS team placed 14th

USA Nationals held at Muncie USA July 2023

CLG RESULTS: Club member Len Surtees did exceptionally well in the USA earlier this year beating 23 world class CLG flyers to finish on top of the leader board. More info appears in FFDU.

1	Surtees, Len	Tin Can Bay, Queensland	424
2	Langelius, Jan	Haslet, TX	399
3	Van Nest, Brian	Bishop, CA	396
4	Deloach, Don	Colorado Springs, CO	333
5	Ulm, Gene	Fairfax, VA	322
6	Dalecki, George	Paw Paw, MI	316
7	Batiuk, Tim	Menifee, CA	302
7	Kimball, Bruce	Seattle, WA	302
9	Stalick, Tom	Longview, WA	263
10	Buddenbohm, Stan	Boulevard, CA	249

F1G State Championships and Two Minute club event



28th May 2023

Report and photos by Malcolm Campbell and John Lewis

It would be hard to find a better day for flying than 28 May 2023. With our field compromised by long grass, conditions have to be just right for it to be enjoyable, and they were. As maxes were going no further than 100 metres in any direction, we really did have a good day, with clear blue sky and 1 - 1.5 m/sec wind.

Five competed in the postponed F1G State Champs and it was always going

to be a toss up between the carbon models of Ben and John Lewis. Malcolm Campbell, Des Slattery and Ron Munden flew low tech balsa models, so they were flying for third place.

John and Ben maxed their first flights, both going early, but Ben had to launch twice for his max, the first flight down in 11 secs with a stuck VIT. John chose unwisely to use his motor

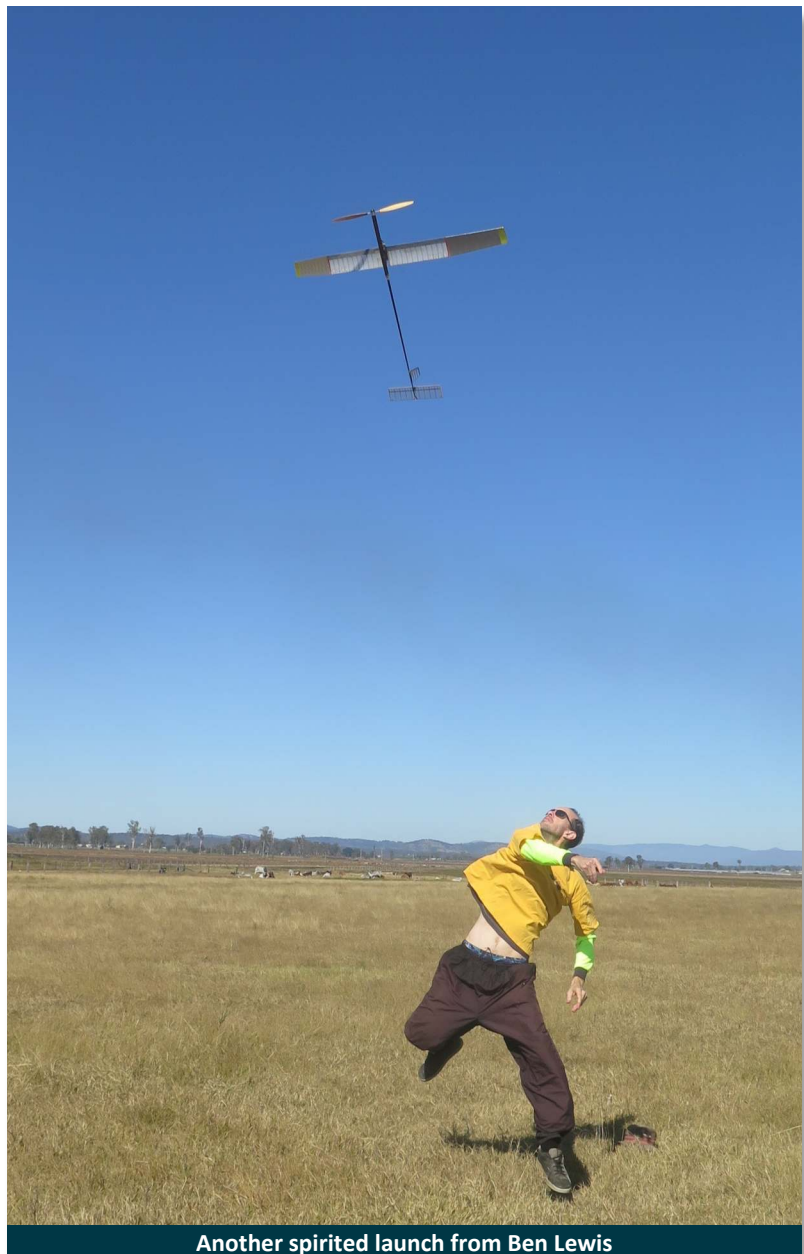
again for his second flight, and paid the price - poor transition from low height, but he was only 2 seconds short. Ben made no mistake with his flight but they both suffered in their third flights. John power-stalled after launching left for a poor score. Ben spat the dummy during this flight thinking he was too low to max. Father John said he'd pay him \$10 if he didn't max, and he didn't - the model had a premmie DT! John had



Mark Armour timing John's F1G



Ben looks happy with the air



Another spirited launch from Ben Lewis



Malcolm flew his 25 yo Tumbleweed II. The birds liked it.



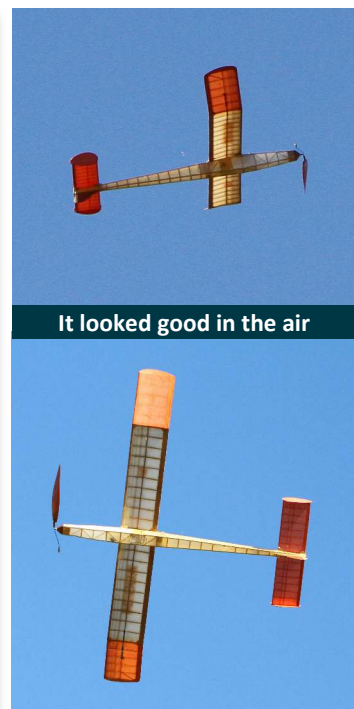
Fighter escort to the next thermal



Ron Munden's OD coupe was close to Des



But Des's Garricoupe needed stronger rubber!



It looked good in the air

to pay up. But he maxed easily in his fourth flight and Ben didn't, re-using a soft motor from his attempt. Their fifth flights saw John miss the air and Ben get it, with the results one would expect. John plans to use more strands next year and might even build a new model, or so he says.

Malcolm's flight preparation was lengthy as he broke more motors than Des but his times improved over the first three flights, the last being a max. Removing what was a tight glide circle for his 4th flight, it really opened up the circle, resulting in a poor score. So he removed the trim tab, put it into good air, the tight circle came back and he got "height of the day" and an excellent max to finish on, with only one spare motor remaining.

Des flew his Garricoupe and couldn't get the height necessary for a long

flight. Like Des, Ron enjoyed shorter flights with his own design model. They both got some good flights and that made it all worthwhile. Ron should have beaten Des with his final flight in good air but he DT'ed early. I think Des was conserving his rubber or maybe it was because he needed to reserve some energy to fly the other models he had in the Caddy.

There was also a 2-minute club event running and Craig Ferguson was flying two of his P30s. Unfortunately, he flew early, before the lift came through. Des joined in the fun and actually spoilt it for Craig because he produced his E36 after the lift had arrived! So Craig felt like he'd brought a knife to a gun fight. Des put up a max and then, for his second flight, he opened out the glide circle to cruise half the field. His final flight was



John Lewis's Bukin F1G

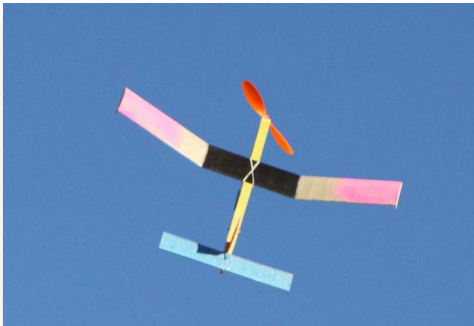
glorious – good height, good glide and landing 20 metres from where he launched it. Des's smile said it all. Craig was happy with second.

And Des had more in the tank. He pulled out his Frog Seniors Series Linnet, putting up a good flight to cruise happily around the cars. Malcolm also produced his refurbished Scooter scramble model and proceeded to trim it for low slow

circles – it remained a work in progress for another day.

While we flew against the clock, Mark Armour worked diligently on the

trim of one or more of his little red coupes.



Craig Ferguson flew two P30s in the 2 Minute club event



But they were no match for Des's E36



2. John Lewis 1. Ben Lewis 3. Malcolm Campbell

F1G Results

Name	Fl 1	Fl 2	Fl 3	Fl 4	Fl 5	Total
Ben Lewis	120	120	94	111	120	565
John Lewis	120	118	73	120	93	524
Malcolm Campbell	74	100	120	84	120	498
Des Slattery	55	53	52	100	53	313
Ron Munden	43	68	38	84	46	279

2 Minute class Results

Name	1	2	3	Total
Des Slattery	113	92	120	325
Craig Ferguson	66	96	70	232

Froggy Class Results

Name	1	2	3	Total
Des Slattery	18			18

Club Fun Day P20 and Half Hour Power Scramble

Coominya 18th June 2023

Report by and photos by John Lewis



The day began with fog closing in but never enough to obscure the models. By 9 am the fog had been replaced by a clear sky and calm conditions perfect for testing and trimming. The inquisitive cows were encouraged to keep their distance. The cows it seems had been busy reducing the grass both in height and density but they still have lots to do to ensure our models can be easily located.

Malcolm had just returned from a week away the day before and wasn't up to participating on this occasion. Des was recovering from an injury and as a result we didn't have sufficient numbers to hold either the P20 or the ½ hr Scramble.

Both Mark and Len were involved with their particular interests and happy to trim their models. Graham did some testing with different P30 motor cross sections and later made

some short flights with his Qld Diesel Power model. John flew his P20 model as well as his RC assist electric Playboy.

Mark likes to fly early in the calmer conditions often leaving around 9am. On this occasion though he was last to leave along with John after mid-day on what turned out to be a perfect day for flying free flight models.



Len Surtees was practising for his big trip to the USA Nationals at Muncie



Graham launches in front of "his tree"



Mark launches one of his Coupes



Power Trimming Day Coominya 23rd July 2023

Report by Malcolm Campbell and photos by Kathy Burford



John Lewis photo

Seeing a large balloon drifting slowly augured well for our day at the field. It was 6°C when we arrived at Coominya and the grass was

somewhat lower. So, we had to avoid the cows now on the field but they are helping our field to become more flyable again. We all moved down to the south east corner and stayed there all morning. There was virtually no wind and what there was shifted around quite a bit. All retrieves were short and going in varying directions. It was in fact a glorious day for trimming.

Mark Armour was already there, flying from near the gate, and was probably nearly finished his trimming

when we arrived, but he did come down and put in a few more flights from where we all set up. Graham Maynard had his HTL E36, a Dixielander and a Stomper to trim. John Lewis had his Slytherin QDP model and his Purple Haze F1J but elected not to fly his Junior Playboy electric RC, although he may have flown it after we left at 11.30 am. Kathy Burford had her Joulebox E36 and Malcolm Campbell tested his Joulebox and Hot Ticket E36s before moving to his Dixielander QDP model.

Malcolm got started early checking the trim on Kathy's Joulebox E36 before she flew it. It folded its wings at West Wyalong in April and also damaged the pylon on impact. The repairs held and it seems to be back in trim now. John's Purple Haze F1J / Mini Power model had been brought out of retirement and it nearly didn't fly. Some glue had jammed the DT line and he wasn't going to fly without it. A sharp pull was either going to fix the problem or sideline the model. The former was the good result hoped for. He would go on to need that DT later in the day.



John launches his Purple Haze F1J

John progressively brought the model on trim although one flight went feral when the motor cut-out failed. The DT didn't fail, thank goodness, as it was heading fiercely downwards. The sudden deceleration as the DT activated folded the wings (joiner only damaged) and it tightly circled at low altitude until the fuel ran out. The local cows and flyers were amused. With spare joiners installed and the motor timer sorted, the Purple Haze proved it was ready for the Mini power and F1J comps coming up.



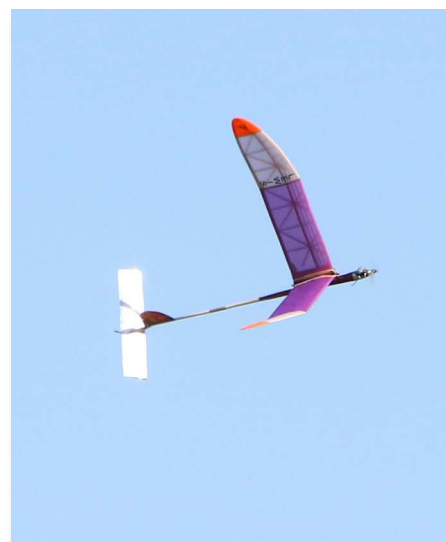
Mark launches coupe #10, or was it #8?



Mark's coupe on low power run



Malcolm tests Kathy's E36



John's F1J claps hands on powered DT

Graham’s HTL E36 (a copy of Malcolm’s Hot Ticket) proved a bit of a handful in trimming but it showed flashes of brilliance with a high climb and good glide, but not all in the same flight. When he gets it all together it should be very competitive. He landed amongst the cows in his final flight and he held his breath as he walked carefully amongst the herd for a successful and dainty extraction.

angles. And then he brought out the Hot Ticket. A rocket climb, high transition and a good slow glide put a smile on his face. A little thrust adjustment on the Hot Ticket and also his Joulebox had his two models competition ready.

good air. He laid down in the grass to savour the flight! It hadn’t flown since before COVID. Both these models had PAW 149s.



Graham launches his HTL E36 model

Malcolm moved to his other Joulebox and it seemed pretty much right once he remembered the launch



Malcolm launches his Hot Ticket E36

John coaxed his Slytherin Oz Diesel into the air and it improved with each flight, although on one flight it glided straight, almost to the fence-line adjoining the lagoon paddock. Malcolm had his 25-year-old Dixielander going well – just one flight and he put it away. Well, it was in



Model high overhead, it doesn't get much better

Graham also flew a Dixielander and its circle seemed tight. Progressive flights couldn’t resolve the problem. A rough landing broke the boom and side-lined the model. Graham also had a new Webra-powered Stomper to test. The test glide looked good and the first test flight showed promise.



Graham flew his Dixielander QDP



Malcolm launches his Joulebox E36



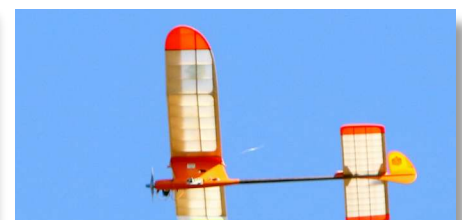
John’s Slytherin QDP going up nicely

Kathy made sure all were well fed with regular rounds of cold sliced fruit. She also took all the photos on the day. It was probably the best flying day of the year and it underlined the value of sorting out models before the competition day.

We were all packed up and departed before noon.



Malcolm’s Dixielander



John’s Slytherin

BFFS Mini Power and QDP

Coominya 13 August 2023

Report and photos by John Lewis

The weather prediction indicated a perfect day and for once they were correct. The temperature was pleasant and the winds were very light. Des was keen to start flying and before most of us had assembled our models he was calling for an official flight in Mini Power. Although Des' flight was just over a minute the trim was excellent with the model landing close to our starting point. John decided to do without a test flight with his ageing Purple Haze model and gained good height only to see his model develop a huge stall hitting the ground a few seconds short of Des' score.

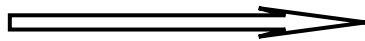
Meanwhile Ron was having engine starting problems with his Mini Power model as was Graham with his QDP model. Des gained better height with his second flight but fell around 20 seconds short of a max. John made some adjustments to reduce the stall but his second flight wasn't much better than his first with the heavy

landing breaking another prop. Graham managed to get his Webra diesel running well in his QDP model and since he only intended a short test flight, he didn't install the tracker. Unfortunately, it appears the timer malfunctioned and Graham's model was lost.

Ron finally got his Mini Power model engine running and after a short motor run made a successful short official flight. John discovered his auto rudder line had been accidentally glued to the DT line when he had repaired the broken boom on his model earlier in the year. This meant the auto rudder didn't activate until the model DTed. With a stretch of the lines, they separated and with the auto rudder now helping with the transition and a suitable glide turn John easily maxed his last flight in Mini Power. Des also made a comfortable max on his 3rd flight. Ron's second flight gained better height but not enough to max. Ron

elected not to fly his last Mini Power flight or fly his QDP model.

Des by contrast had his QDP model in the air and maxing before John could get his out of the box. John decided to fly his Slytherin model with some right rudder to help the glide. However, this proved to be a bad decision with the model screwing in under power breaking the wing when it hit John's cleaning box breaking the plastic box as well. John then flew his old Dixielander. Both Des and John benefited from the buoyant air with both recording two easy maxes apiece. Des's third flight had a longish over-run and his second attempt resulted in a sub 20 second flight. John missed the good air on his last flight scoring a little over a minute to win the QDP event. Mark used the ideal conditions to fly his latest Coupe model. The grass has now reduced in length to around 12 inches in height making model retrieval a little easier.



Read the report to see who and what caused the damage



BFFS Mini Power

Name	Flight 1	Flight 2	Flight 3	Total
Des Slattery	66	102	120	288
John Lewis	62	75	120	257
Ron Munden	44	73	-	117
Graham Maynard	DNF			

QDP

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	120	120	68	308
Des Slattery	120	120	19	259

E-36 State Championships

27th August 2023

Report by Malcolm Campbell and John Lewis

Photos by John Campbell and John Lewis



E36 has been a great class for many BFFS members. It was first introduced over 8 years ago. Malcolm brought a kit back from Lost Hills in February 2015 and Albert flew the first E36 at Coominya in March 2015. Des and John followed in March and June respectively. Albert went on to win the first E36 club event in June the same year. As interest in the class grew, we flew our first State Champs event in 2019 with 10 entrants, an Australian record for the class. E36 also became the model of choice for many of our 2 min class club events and the E36 State Champs event became the one to win. Each time it's flown it's anyone's guess who may win. The table below shows the

winners. So, with two previous wins, Ben Lewis was the one to beat, and five possible contenders were out to claim the gold. Anyone could have won. It was a great day for flying E36, with winds around 2 – 3 m/sec, with occasional gusts. We set up about 100 metres west, in from the far SE corner of the paddock. The wind direction was fickle, with many models straying towards the trees with others lucky enough to launch when the wind was running straight along the paddock. The grass was about 25 cm high so it wasn't too hard to walk on. Field conditions are improving.

With the usual morning banter over, it wasn't long before John, Ben and

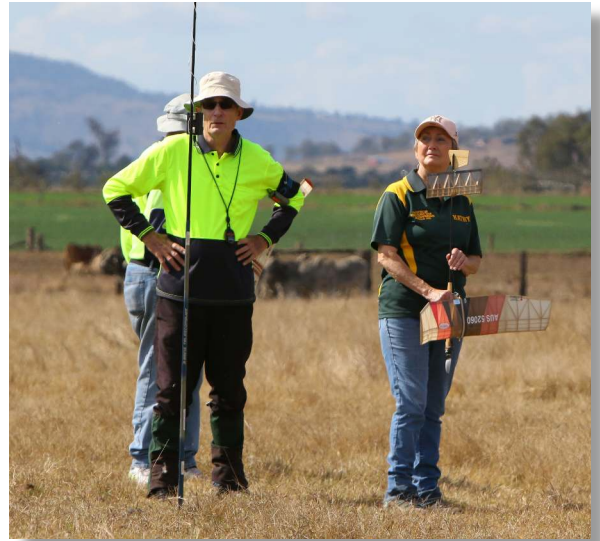
Peter were putting up flights, with Des soon after. By the time Malcolm had set up his and Kathy's models and walked to the line, four flights had been recorded, and John's Spectrum Mk 2 model had been molested by a magpie (more encounters would come later). Kathy and Malcolm also maxed. Only Peter had dropped the first flight, unfortunately striking "Graham's tree". He was to chase good air all day. Graham was sidelined for the day with a recalcitrant timer that refused to turn off. Des flew an OD he hasn't even named yet and, believe it or not, Ben's green E36 is also an unnamed OD. Peter's OD is called "Hush", in recognition of its motive power.

While John and Ben had bad launches in their second flights, Ben managed to max, and so did Des and Malcolm. John's flight transitioned poorly and the resulting stall saw him

2019 St Champs (10 flew)	2020 St Champs (7 flew)	2021 St Champs (8 flew)	2022 St Champs (9 flew)
K Burford	B Lewis	B Lewis	J Lewis
M Campbell	M Campbell	M Campbell	M Campbell
B Taylor	P Nash	J Lewis	B Lewis



The chase for the lead: Malcolm Campbell (Hot Ticket), Ben Lewis (OD) and Des Slattery (OD)



The waiting game (L to R): Ben with fluffies, Des with Old Timer cunning and Malcolm watching the thermistor for Kathy

down in under a minute. Kathy launched too steeply and the resulting wild flight was down in 30 secs. And Peter found a downer.

Malcolm’s model was consistently getting very high with a good transition; with his third flight ending up near to Kay’s fence. Ben also had a good flight, his best of the day with the model DT’ing very high. Kathy threw another flight with a launch that was too steep with insufficient bank. John came back into the equation with a marginal max, his model DT’ing 1.5 metres from the ground. Des and Peter found bad air, and the magpie found Des.

Des safeguarded his third placing by easily maxing his fourth flight. John

had elected to hold off his flights until Ben finished his final two flights, and Ben started with another max, although only just because his model encountered bad air. Malcolm also maxed but his model was repeatedly attacked by a magpie, striking the wings and tail to really disrupt the flight. Fortunately, this all happened at a reasonable altitude, but the model DT’ed with only three metres to spare. Kathy was back on song with a max and Peter also put in a better flight.

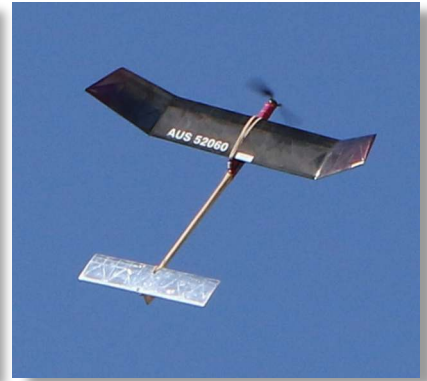
Kathy’s fourth flight was tracked to inside Kay’s place, two fences over, leaning against the second fence. The next field had 5 ponies in it! Kathy thought they were nice but Malcolm

imagined what would have been left of her model had it landed in that paddock! Kathy’s model had also cleared several of the tallest trees on the boundary of Kay’s property plus the dam, so she was very lucky! She elected not to put in a fifth flight as it would not have improved her placing.

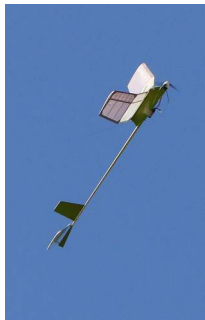
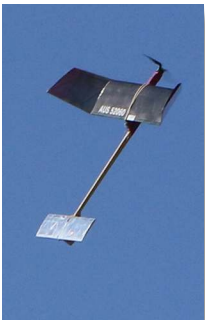
John’s fourth flight also ventured into Kay’s air space, flying over her dam, trees and fences to land just past the western boundary fence, and it still didn’t max. Ben should have maxed his final flight, but he again encountered bad air. And feeling uneasy about wind direction father John was happy not to max his final flight.

Launch styles (L to R): Peter Nash, John Lewis and Kathy Burford





While Peter and John waited for air, Malcolm went looking for magpies



The climb to the top (L to R): Malcolm, Ben, Des, Peter, John and Kathy

Malcolm missed out on a certain max out when his model was again attacked by the magpie during his 5th flight. Maybe it's the black wing, making it look more like a bird? Anyway it hit hard, with multiple strikes to each wingtip as well as the stab. It succeeded in knocking the model out of the thermal and the glide turn, but his final score was enough for the win, just. The bird didn't give up either. When he went to get his model, the magpie swooped on him, a frantic wave of his yagi aerial prevented two attacks to his head. Peter was the only one to max the fifth flight and Des, in third place, had a shocker, allowing Peter to climb up the leader board.

So, the 2023 E36 State Championship went to Malcolm with Ben not too far behind, with Peter and Des sharing third place. It truly was an excellent day.

Mark was there too, testing his #12 Coupe and timing for John. Malcolm's brother John acted as photographer on the day, getting some interesting shots and President John also snapped off some photos.

Mati Tabur was there to time for Des and Des still had something left in the tank later on, helping Mati start and trim his new Dixielander for QDP. Kathy made sure everyone was fed well with fresh fruit pieces and various delicious home-made slices.

Only three models strayed out of the paddock, and one hit a tree. It is now magpie season. Be warned and come prepared next time at Coominya.

.....*Results on the next page*



Ben had the most enthusiastic launch, Peter was more conservative and Kathy, well she went straight up!

E-36 Results

Name	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Total
Malcolm Campbell	120	120	120	120	94	574
Ben Lewis	120	120	120	120	78	558
Des Slattery	120	120	82	120	54	496
Peter Nash	103	84	83	106	120	496
John Lewis	120	57	120	94	93	484
Kathy Burford	120	30	86	120	-	356

INDOOR 2023

Hangar Rat QLD State Champs

10 June 2023

Report by John Lewis, photos by John Lewis and Malcolm Campbell

We had a good attendance with seven entries in Hanger Rat and a few spectators as well as Len trimming gliders at the other end of the hall.

John was up and away early and was leading the field early however it didn't take **Brian** long to assert his dominance posting the highest times for the day.

Larry improved throughout the day finishing up with a couple of good scores to slide into second place. John's third place seemed in doubt with **Ben** also improving his times but near the end of the day the cooling air made it difficult for Ben to gain an extra couple of seconds needed.

Consequently, John was able to cling to third place. **Van** always provides entertainment with his models gaining height quickly then dicing with death

amongst the rafters. After a couple of good scores Van wound up the model and let it go. After a couple of high-speed spiral circles Van's plane had the wing sliced off after contacting one of the large fan blades. **Malcolm** was unable to get sufficient height to challenge the leaders. It seems Malcolm's batch of rubber had aged like lots of our flyers not having much potential energy left.

Ron has had some good flying Hanger Rats in the past but, on this occasion, he didn't make any official flights before his model was damaged. As usual it was another enjoyable indoor experience.

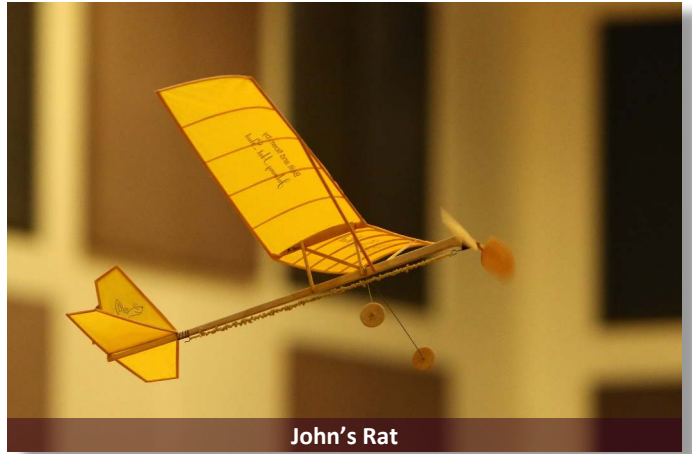


Ben was the only one to score

All the exciting photos appear on the next page.



Ben's Rat



John's Rat



Van's Rat



Larry's Rat

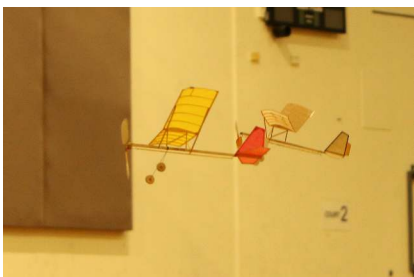


Malcolm's underpowered Rat



One of Van's dead Rats

There were plenty of close calls but no collisions. Rats consider each other's airspace.



Does Len look "at home" with a Rat?

Results on the next page

Hangar Rat results

Name	R1	R2	R3	R4	R5	R6	Total
Brian Taylor	99	131	161	150	186		347
Larry Brownlow	79	112	130	140	142	157	299
John Lewis	123	110	130	141	134	137	278
Ben Lewis	95	109	118	122	140	135	275
Van Richard-Smith	88	77	102	97	92		199
Malcolm Campbell	51	53	56	53	59	65	124
Ron Munden	-	-	-	-	-	-	-



It was one of those days where the air was cool and a bit more power was required to get the models closer to the ceiling. John set the early pace with a score of just over 150 seconds but the model was clearly underpowered reaching around half the available height. Brian was the only other contestant to break 100 seconds on his first flight and like John gained insufficient height.

It was easy enough to increase the rubber cross section but this usually

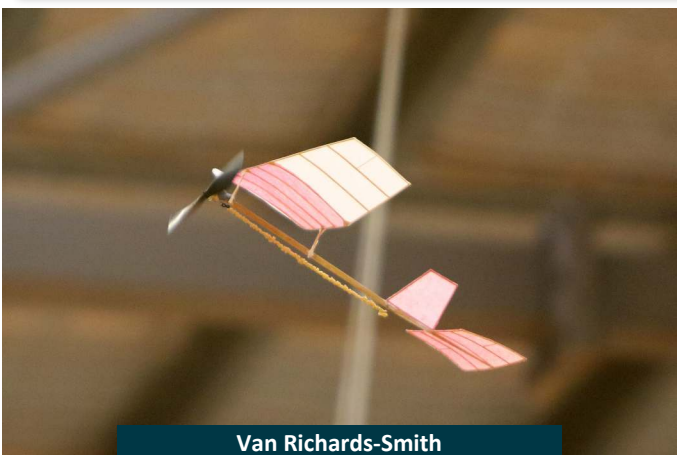
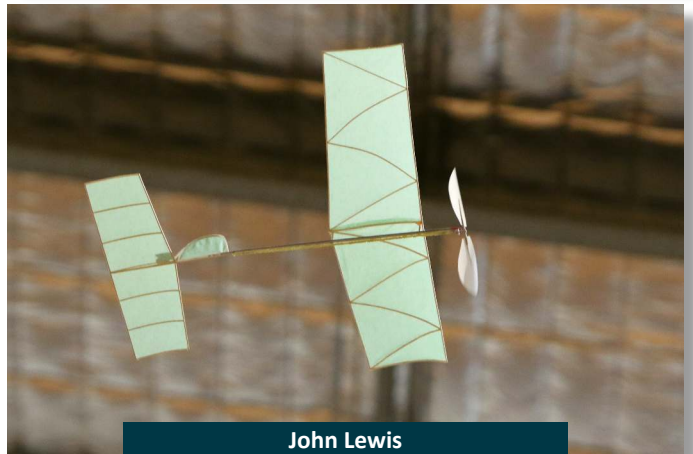
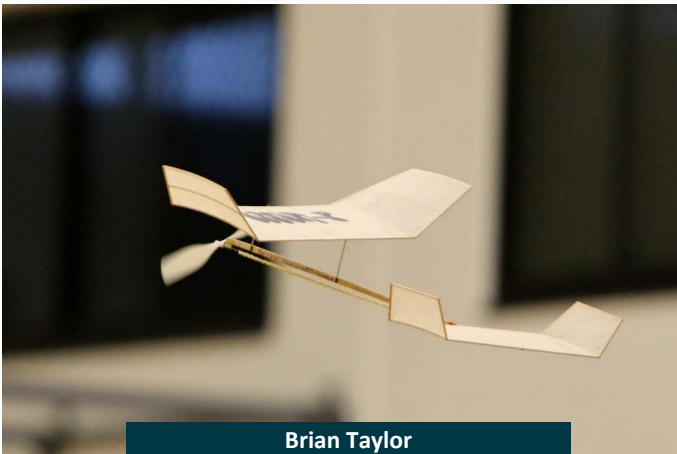
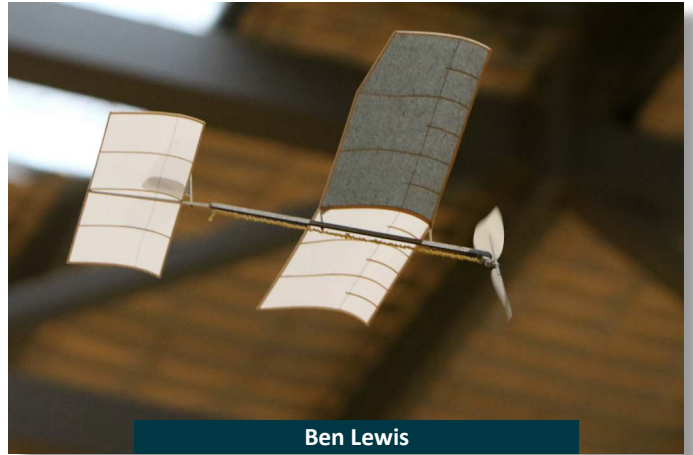
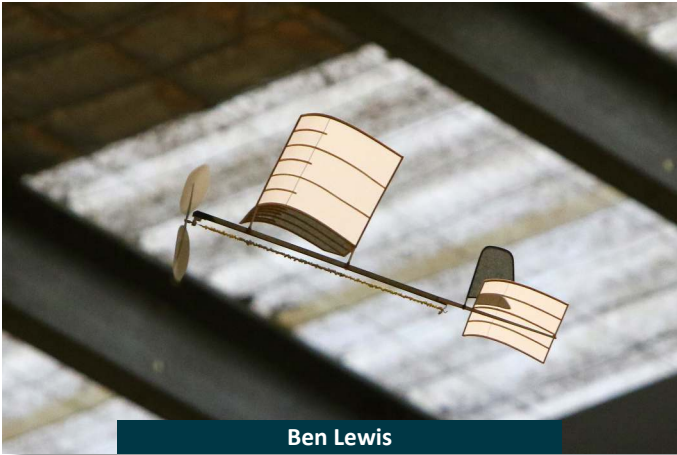
meant a shorter prop run. In John’s case the extra power had the model powering downwards for the first half a dozen circuits. Still as the day wore on the times increased. Larry is usually the one to beat but, on this occasion, he couldn’t threaten the first three place getters.

Van had a number of fast-climbing flights with one circling around one of the overhead lights that the warmth of the light appeared to benefit his model. Eventually Ben made a couple

of good times after he got his model to turn tighter but being late in the day the air was by then too cold.

Malcolm didn’t put in any scores taking his models away for a decent burial with the objective of becoming more competitive next year.

John managed to hold onto first spot with Ben close behind and Brian a comfortably third. Brian also did some Peanut Scale testing late in the afternoon to finish off another really enjoyable afternoon of indoor flying.



P18 results

Name	R1	R2	R3	R4	R5	R6	Best of 2
John Lewis	152	182	203	185	195		398
Ben Lewis	87	103	114	192	176	195	387
Brian Taylor	115	142	131	128	159	170	329
Larry Brownlow	85	120	133	120			253
Van Richard-Smith	82	73	84	86			170

US flyers have wonderfully decorated power models. Wouldn't Des love to be there!



Des spent quite some time helping Mati Tabur start and trim his first power model. It's a nicely built Dixielander for QDP. Des was also flying in E36 where he placed third. So five competition flights plus helping others is exceptional, for a 90 year old - good on you Des!



INDOOR 2023

Peanut Scale

26 August 2023

Report and photos by John Lewis



It was an ideal day for Peanut Scale however a few regulars were not able to attend this year.

Brian had his new Junkers D111 to trim but after a hard landing the lead nose weight dislodged and in spite of an extensive search it could not be located. Consequently, Brian decided to fly his trimmed Bristol Scout.

John referred to his Fike notes from previous years and wound the number of turns that previously gave a safe flight under the rafters. It seems the motor had regained some more energy and the model quickly climbed hitting a beam then becoming caught on one of the hanging speaker boxes. Retrieving the model did some damage to the wing but the repairs

didn't seem to affect the trim. John was able to score just over a minute flight time and the ROG bonus points but was well behind with his static points.

Brian's Bristol flew well although it flew into the wall, on a couple of occasions. Brian soon had his model flying well enough to pass John's score to easily win the event.



John's little Fike cruises overhead



Everybody wins!



Both Brian and John brought along backup models!

Competitor	Aircraft	Static	Flight 1 + 20 ROG	Flight 2 + 20 ROG	Flight 3 + 20 ROG	1/3 of best flight	Static + flight
Brian Taylor	Bristol Scout	38.5	29+20	45+20	47+20	22.3	60.8
John Lewis	Fike	27.2	20+20	54+20	61+20	27	54.2
Brian Taylor	Junkers D111	37.5	-	-	-	-	37.5

CONSTRUCTION CORNER

Mati's Dixielander

Mati Tabur is building a Dixielander for QDP. No photos yet put it will have some smart electric gadgets. Here's the motor cut-off.

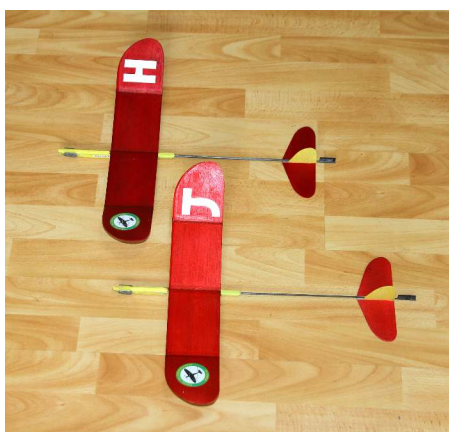


Craig Ferguson's an outside the square thinker. Here's his lightweight fuel tank - a toilet roll and epoxy fuel proofing!



There are two little brothers at the control line club that love hurling up their foam KMart gliders, and they do pretty well with them. So I thought I'd build them a pair of little CLG models for bungee and later catapult launch. I chose Paul Lagan's "Papanui Cat" design, scaled down to 16 inch span. I got carried away and realise now, with the boys only 4 and 2 yo, that these should be stored for a few years. In the meantime, I'll build some simple 12 inch designs capable of standing a few knocks!

The two boys, Harrison and Jack, are lovely and loving brothers but sometimes they want to do the same thing at the same time, and that includes getting hold of the control handle to fly first! Des is our resident Rugby League fanatic and I'm sure he'll see the similarities with the famous incident on the field between "little" Wally Lewis and big Mark Geyer. Zoom in for a closer look!



It reminded me of this famous altercation in the 1991 State of Origin

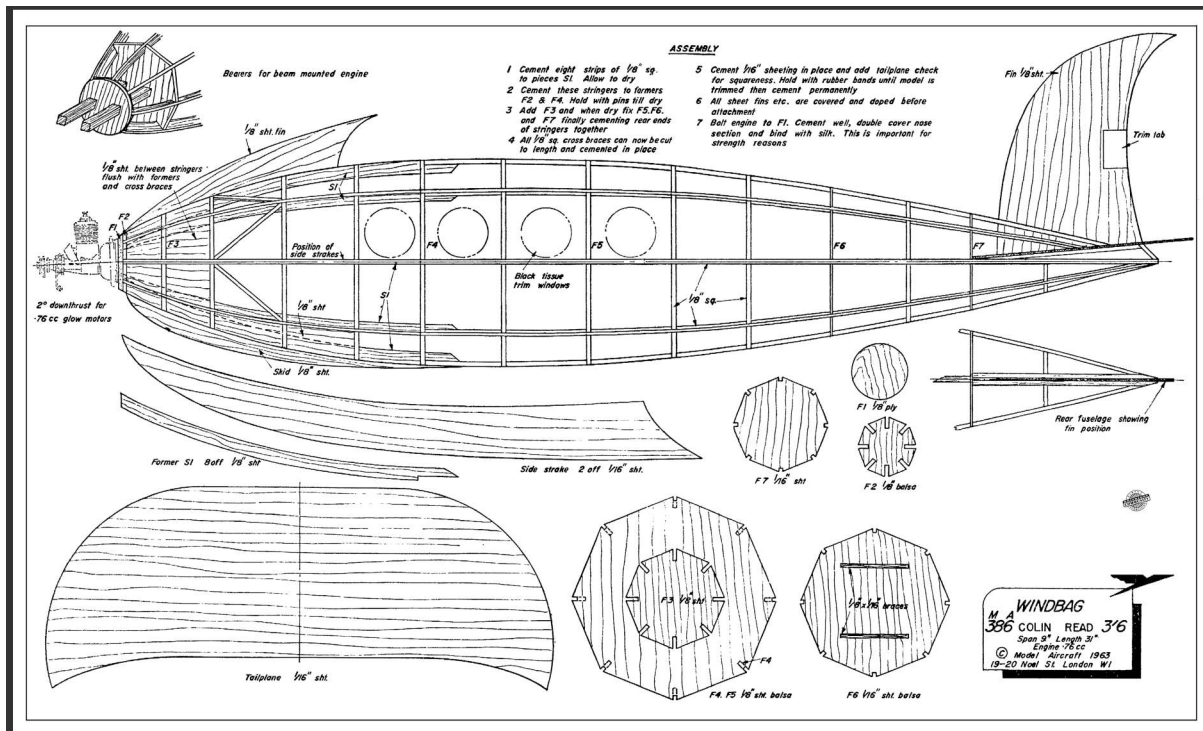
Windbags over West Wyalong

Will it be as popular as the E36?

There's a strange model in the air, the plan for which is now available on Outerzone. It's called the **Windbag**. NSWFFS members have embraced it and something like seven are now gracing the skies over West Wyalong and Richmond. Two runs of Laser-cut kits have promoted a

rapid proliferation of this endearing aircraft, and now improved iterations are joining the fray. Only the moderate power of a small Cox glow motor is all that it takes to allow these models to wallow into the air.

Be the first in your neighbourhood with a Windbag!



Roy Summersby started it



Gary Goodwin built one



And so did Andrew Linwood



Then Terry Bond joined in



Mass launches are becoming popular



This is Ray Harvey's



And Warren Leadbeatter's

Trans-Tasman Scale

**Richmond NSW
1 - 2 July 2023**



Photos by Angela Mahoney

Roy Summersby's rubber powered Focke-Wulf Ta 152H



Maris Disler's Luton Minor



Peter Jackson's SE5A



Aaron Booth launches his Tiger Moth



Phil Warren's Payen PA-22 French prototype



Roy Summersby's lovely little ABC Robin



Aaron Booth watches as 4 yo son Lachlan launches his Tiger Moth



Roy Summersby's SE5A

The French Connection

Photos of the Championships of France at Arbigny, courtesy of our good friend Frederic Nikitenko



Aurelien Pineau, new F1G champion



Eluane Rigault (Micka's son) testing the torque



Jean-Luc Bodin is deep in thought



Mickael Rigault, 2019 World F1B Champion

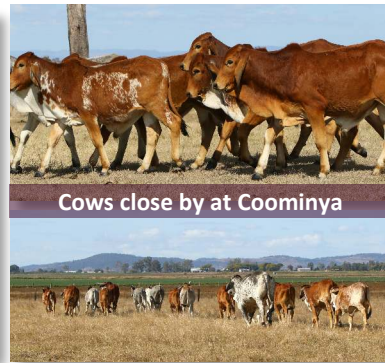


New F1B Champions, all with black models

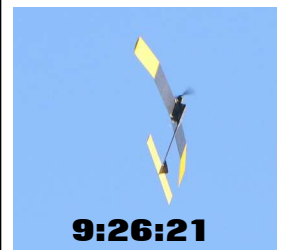
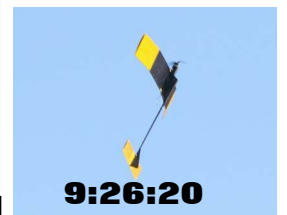


New F1C Champions

BFFS SPY



Graham's model showed a lot of attitude, all in the one flight!



Record set in NSW

by Robert Moore
(Baulkham Hills, NSW, Australia)



This is the record kite

Set in 2014 at 16,009 ft. above ground level. My team used a 12.34 sq. metre DT Delta. It took about 50 flights over 8 series of attempts on a sheep station in western NSW Australia.

We are preparing to raise our record with a bigger kite and 18 km of line. Last time we "only" used 12,400 metres of line. We have made a few other mods to the kite apart from increasing the size by 30%.

The number one difficulty is finding the right wind from ground to record altitude. Many times, we encountered layers of low wind which were next to impossible to penetrate by working the winch. We hope to gain permission to fly to 25,000 ft. Also in the back of my mind is the train record to over 32,000 ft. This was set at 31,955 ft. in 1919 at a German weather station.

Bob Moore

The Good Old Days



Brian Taylor



Larry Brownlow



Larry Brownlow



John Lewis



Des Slattery



Malcolm Campbell, Jan Thomas & Des Slattery. We all flew Pink Elephants that day.



John French, Gordon Burford, Ron Moulton and Howard Gostelow (with MG TC & KK Ajax)

JOKES



Yesterday my husband thought he saw a cockroach in the kitchen. He sprayed everything down and cleaned thoroughly. Today I'm putting the cockroach in the bathroom.

We live in a time where intelligent people are being silenced so that stupid people won't be offended.



Once I went to a party with my husband, full of people he knew (from work) but I didn't. A guy came up to us, turned to me and said "You must be his wife." I turned to my husband and said "You have a WIFE?" Should've seen the guy's face!



When older people say, "Enjoy them while they are young." They are talking about your knees and hips not your kids.

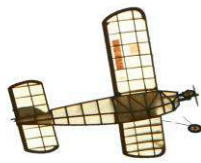
You know how they throw the ball into the crowd after they win the game? That's not allowed in bowling. I know that now.

My wife asked if she could have a little peace and quiet while she cooked dinner... So I took the battery out of the smoke alarm!

I don't know if Facebook has ever caused the lame to walk but it has sure caused the dumb to speak.

Once you lick the frosting off a *cupcake* it becomes a muffin.... and muffins are *healthy*. You're welcome 😊

I arrived early at the Restaurant last night. The Manager said "Do you mind waiting for a bit?" I said "Not at all" He said "Great, take these drinks to Table 9"



BRISBANE FREE FLIGHT SOCIETY 2023 Flying Calendar



Month	Date	Start	Event	Location
January	F Sun 22 nd	7-10am	Trimming day & fun flying	Coominya
	F Sat 28 th	12-4pm	Bar-B-Que Lunch & General Meeting	John's place
February	F Sun 12 ^t			Coominya
	CP Sun 26 ^t			Coominya
March	IND Sat 11 th			BSHS
	CP Sun 12 ^t			Coominya
	F Sun 26 ^t			Coominya
April	F Sun 2 nd			Coominya
	IND Sat 15 th			BSHS
	16 th – 23 rd			Narrandera, WW
	CP			Coominya
May	CP Sat 6 th			Dalby
	CP Sun 7 th			Dalby
	F Sun 7 th			Coominya
	IND Sat 13 th			BSHS
	CP Sun 21 ^s			Coominya
	F Sun 28 ^t			Coominya
June	Sat 3 rd	8-1pm	Reserve F1A day	Dalby
	Sun 4 th	8-1pm	Reserve F1B day and Fun Fly at Coominya	Dalby/Coominya
	IND Sat 10 th	3-6pm	Indoor - Hanger Rat	BSHS
	F Sun 18 th	8-1pm	Club Fun Day including P20 (3 flights) & ½ hr Scramble	Coominya
	F Sat 24 th	12-4pm	Bar-B-Que & AGM	John's place
July	IND Sat 1 st	3-6pm	Indoor – P18	BSHS
	CP Sun 9 th	8-1pm	Scale State Champs, Trimming and Fun Flying	Coominya
	F Sun 23 rd	8 – 1pm	Club power model fun & testing day including E36	Coominya
August	CP Sun 13 th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	F Sun 20 th	8-1pm	Club trimming, sports models & limited RC	Coominya
	IND Sat 26 th	3-6pm	Indoor – Peanut Scale	BSHS
	CP Sun 27 th	8-1pm	E36 State Champs (5 flights)	Coominya
September	CP Sun 10 th	8-1pm	P30 State Champs (3 flights) and Club 2 min class (3 flights)	Coominya
	CP Sun 17 th	8-1pm	F1J State Champs (5 flights) + Club 2 Min Class (3 flights)	Coominya
	CP Sun 24 th	8-1pm	HLG, TLG & CLG State Champs & fun & testing day	Coominya
October	F Sun 8 th	7-1pm	Col's Vintage Rally (Fun Fly any Vintage model)	Coominya
	CP Sun 15 th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
	Sun 22 nd	7-1pm	Scale State Champs, P20 (3 flights) & ½ hr Scramble	Coominya
	CP Sun 29 th	7-1pm	Open Rubber State Champs & Club 2 min class (both 3 flights)	Coominya
November	Sun 5 th	7-1pm	Reserve Day	Coominya
	Sun 12 th	7-1pm	Reserve Day	Coominya
	F Sun 19 th		Club glider model fun & testing day incl CLG & RC Gliders	Coominya
December	F Sat 2 nd	12-4pm	Xmas party & prize presentation	John's place

Next year,

Everyone should have a little Frog



But in 2023,
September and October will be busy for BFFS members

Multiple entries allowed)

BSHS
Coominya
Coominya

Coominya
BSHS
Narrandera, WW
Coominya

Dalby
Dalby
Coominya
BSHS

Coominya
Coominya

~~CP~~ Outdoor State Champs IND Indoor State Champs CP Club points apply F Fun Fly ~~F~~ Club meetings

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

2023 FREE FLIGHT CALENDAR

Ver 6 as at 9 August 2023

CONTACTS:



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Malcolm Campbell 07 3278 7164