The magazine for all those who love Free Flight

The BFFS CHRISTMAS DIGEST

December 2012



In this issue:

* *Col Somers Vintage Day*
* *Indoor report*
* *More on 100 gm Coupes*
* *The Stafford Story ends!*
* *And the French Connection is back*

plus a little bit more!

2012 - 2013 Management Committee

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Club web page
Currently we don't have one - any volunteers?

Ron Chernich's web page
http://modelenginenews.org/bffs/index.html

Contributed articles dealing with matters of interest are published from time to time in BFFS Digest.

The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

Articles printed herein are published in order to promote discussion amongst members as well as any enquiries.

COVER PAGE:

Kathy Burford launches her Gollywock on a perfect Spring day. The little green people in the background are not leprechauns, they are Dale, William and Brian.

PRESIDENT'S REPORT



The 2012 BFFS Xmas party was held at Bremer Waters's community centre again this year in very pleasant weather conditions. Thanks go to George Baynes for securing this venue again for us with its superb catering facilities. Dale along with the member's wives organized the salads while George kept the bar-b-que operating cooking up his potato slices and onions for us. As usual it was a great spread and a very nice way to end the year. As with last year, Dale began the presentation proceedings with boxes of chocolates for the club events including the ladies CLG event. David Braun donated a K&B 35 for the club champion (William Jones) so expect to see William with a large open power model in the near future. I must admit to being a little tired after arriving back from Cambodia on Wednesday missing 40 hours of sleep up till Wednesday night but as far as I could tell this was one of the best club gatherings I can remember with a very relaxed friendly atmosphere. Malcolm has secured his position on the Australian team as has William so we wish our mates a great adventure and every success as they head off to France next year. Ron Munden recently suffered a heart condition but has fully recovered and like the rest of us is looking forward to next year's flying. I received the invoice for our Indoor facility yesterday so all we need are a few more members to take advantage of this venue to keep our Indoor FF alive. Numbers at our outdoor events have been good in 2012 but very disappointing of late with our indoor events. Next year Indoor starts on May 4 so come along for a relaxed afternoon of comfortable flying. To all our club members – Thanks for your support and friendship, have a great Xmas and I look forward to seeing you all next year.

John Lewis

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The "Happy Caterers" at the Christmas Party. Elly, Kathy, Julie, Noela, Dale and Sheila

SECRETARY'S REPORT



Well, this is my last Digest for 2012. It's much harder to fill up the newsletter with interesting things this late in the year but I'll give it my best shot. And that means more photos than text! The club has had a good competition year with the majority of days being very flyable. In fact, I have had compliments from overseas where people have said we always seem to have clear blue skies. One is even thinking of settling over here when the time is right! But I spoke too soon. Our second last event for the year was put on hold through windy weather. Merged with our final event, they both got blown out on 11 November! So our weather isn't 100% perfect all the time.

I'm looking forward to a pretty busy 2013 with Maxmen in February, AFFS Champs in March and France World Champs in August. I also have to bed in 3 new F1As and get fit enough to do them justice. Guess I'll just have to avoid too much Christmas pudding!

To all our readers, Merry Christmas and a Happy, Healthy and Safe New Year. See you on the paddock! *Cheers,* *Malcolm Campbell*



With the promise of a hot day some got to the field early. By 10 am we had 9 cars and it turned into a very productive and fun filled morning. With 38 degrees C forecast, we all departed by 11.30 am. We're doing it again on 16 December.



Cedric dropped by. A fit and lively man.



It's good to catch up with the Cedric, property owner.



Being a warm day, many chose to chat. A few flew all morning.



Adrian had the right idea. When a farmer covers up, it's hot!

Col Somers Vintage Day

COOMINYA 14 October 2012



John Lewis's ageing Seraph

Report by John Lewis and Malcolm Campbell

There was some confusion about what was happening on the day but what did happen was a great day's flying of older style models that would have made Col happy. Under a blue sky and very little wind there always seemed to be a model or two in the air. With a sprinkling of power, rubber and one vintage glider scores were recorded for 3 flights and a 3 minute max. No one was too concerned about who won what as the day was more about enjoying the flying.

For those interested John won glider, and Des won both power and Rubber. Power ratio was listed as the event for the day in which William top scored. Pieter and Julie deVisser made a welcome return to free flight with Pieter flying his beautifully finished sport cabin models (a Deacon, Tomboy and Cardinal).

Albert and Malcolm's Senators did not fly as well as they'd like, which is unusual for this model – Malcolm blamed his high drag prop. Kathy could have done really well, but has hampered by an early DT in her first flight and the loss of some essential packing in the second flight. Des wound the innards out of his model and ignoring the fuselage damage put on some hairy high torque gyrations until the model settled down. William's model flew well all day and, as expected, had the best finish.

Adrian trotted out the late Arthur Gorrie scramble model (circa 60s) and proceeded to try and lose it – no DT set. Luckily the thermal gods were not interested in it. Ron Munden had a smashing good time and retired after his second "flight" as he did not bring a third model. He has a fair amount of rebuilding to do!

Although most models stayed inside the field a couple managed to fly out of the paddock as a result of the constantly changing wind direction. I believe after lunch a couple of models managed to land in the nearby dams but as far as I know nothing was lost.

Des strayed the furthest, crossing the big dam across the road and landing safely between two large trees. Well it was safe until two horses and about 15 head of cattle took a big interest, mainly in Des, as they thought he had

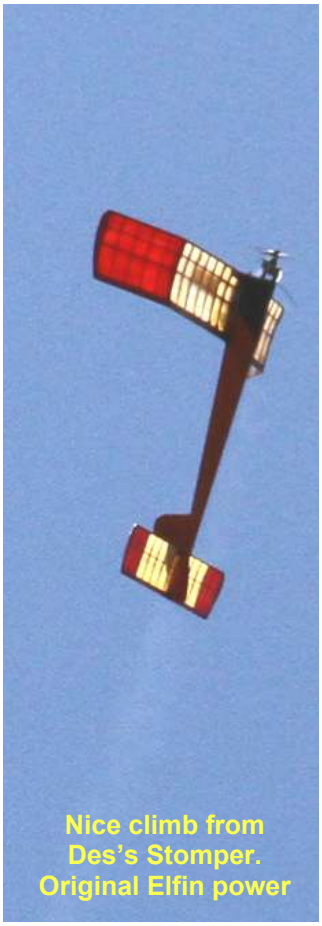


Ron Munden had a smashing good time. This was one of them!

food for them. They kindly escorted him back to the fence and saw him safely across the road! Des then went on to place another model in the smaller dam on the property near the road, and drowned the timer. Darren Jones also landed his Mulvihill model on the edge of the water.

Malcolm brought out his oldest circle tow F1A at the end of the day and proceeded to spend the next hour practicing circling and launching in light and variable winds. Five flights and 50 circles later, he'd had enough. Kathy has requested a loan of that model, for another practice day.

From memory this was the best vintage day we have had in Queensland. As we get older (vintage flyers) this type of day seems very appealing compared with flying 7 rounds of high tech models in hot windy conditions. Probably the best way to describe the day in one word was "Fun" which seems a good reason to have more of these days.



Nice climb from Des's Stomper. Original Elfin power



Adrian Bryant launches the original Arthur Gorrie scramble model, ably propped up by Albert Fathers



William Jones launches his new KK Competitor

Vintage Rubber	Flight 1	Flight 2	Flight 3	Total
Des Slattery	173	79	175	427
Kathy Burford	168	74	180	422
William Jones	136	97	146	379
Malcolm Campbell	45	101	101	247
Albert Fathers	76	90	72	238

Vintage Power	Flight 1	Flight 2	Flight 3	Total
Des Slattery	10/95	13/162	14/180	437
Adrian Bryant	90	-	-	90
Ron Munden	Destroyed #1	Destroyed #2	Nothing left	-

Vintage Glider	Flight 1	Flight 2	Flight 3	Total
John Lewis	180	158	180	518



Now that Des can no longer fly glider, everyone wants him to launch for them



This time it's rubber, and yes, the fuse has a broken longeron. Yet Des managed to wind it to a ridiculous torque, hence the strange attitude on release. Cars are further away than they appear.

Adrian needed a team to prepare his scramble model. Don't worry Tahn or Phil, he won't be bringing it to Narrandera!



The best sports FF models - in the world. The Veron Cardinal and the Vic Smeed Tomboy. Both built by Pieter De Visser





Kathy Burford's Gollywock on the glide



William Jones launches his beautifully built Gollywock



The boys go out to make some noise. Ron made a Big Bang, twice.



Two seconds from disaster



Malcolm launches his very old and tattered Senator



Malcolm prepares for a little circle tow practice as the others decide what to play with next



Only Des could do this!

One cool customer. He never moved!









Darren Jones winds his oversize Gollywock

World Cup results 2012

http://www.f1a.netii.net/individual.php

Phil Mitchell 28th and Malcolm Campbell 43rd out of 386 entrants in F1A

MORE WORDS FROM JIM BRADLEY ON RUBBER

Malcolm, I made up 10 motors from the pound of October '12 Super Sport I bought for my testing. 5 each were made up at 24 and 26 strands. I blew 2, 1 each at 24 and 26 strands, at the high end of pull but before the max pull length I had calculated. This batch is a little different from the June '12 batch in a couple of ways. It is slightly thicker at .043" verses the .042" I measured for the June '12 rubber. It also has a slightly higher stretch ratio of 9.4; actually it was 9.6 but I subtracted 0.2 from my calculated stretch ratio for a safety factor. The June '12 batch had a stretch ratio of 9.0. This is a bit odd as you would think being slightly thicker it would have had a lower stretch ratio.

The overall total energy was higher than the June '12 batch and once again it has very very good burst energy at 24 strands and still maintaining very good cruise energy. I think it is another very good batch of Super Sport and I plan to buy more although I may buy it at 1/16" to try and see if I can stand working with twice as many strands.

Being slightly thicker it made up shorter motors than the June '12 rubber. It should wind to 450 to 460 turns with lot's of torque and have motors runs in the 42 to 45 second range when made up at 24 strands.

Please past this info on to your F1B sportmen.

INDOOR FLYING REPORT October

P18 Event

report by John Lewis

With recent Indoor attendance down it was good to see Craig and Des attending along with a couple of visitors. P18 seemed the only viable event with no F1L or Mini Sticks in sight. John, Des, Brian and Ron were all up for the P18 event which kicked off the afternoon's flying. Des was quickly out of the blocks putting up a few respectable scores before leaving early for another appointment. Ron made a series of entertaining flights which seemed to end prematurely with unexplained trim changes in flight often resembling a DT. Try as he could the model would look good for the first part of the flight before heading back to the floor.

John's first flight was just over 2 minutes but after breaking the motor the replacement rubber took the model to the roof on the second flight. After hitting one of the large fan blades the model adopted a similar flight characteristic to some of Ron's flights for a low score.

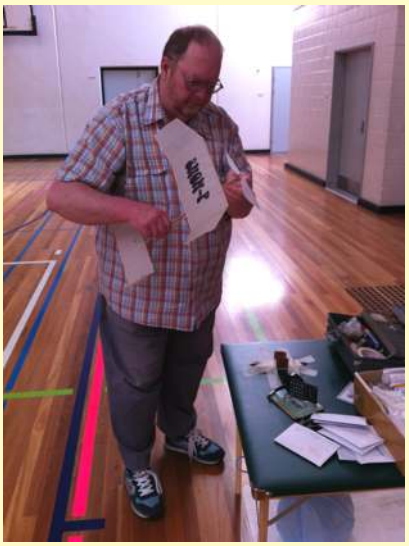
Launching close to the floor and being a bit more aware of overhead obstacles John was able to get the remaining flights in without problems. After 3 flights Brian had equaled John's best two combined scores but perhaps trying too hard Brian began hitting the roof etc resulting in diminished scores.

Consequently John narrowly won the event on a count back of the 3rd best score. Following the P18 event Brian flew his peanut model and John flew his RC helicopter while Craig flew a range of CO^2 powered scale aircraft. Craig's Bleriot was particularly impressive. Unfortunately I forgot my camera but then remembered my Iphone, so a few photos record the day. Due to my trip to Vietnam in November this was our last Indoor meet for 2012.

Indoor starts again in May 2013 so check out what's on from the 2013 calendar and come along for a relaxed afternoon of flying.



Name	Fl 1	Fl 2	Fl 3	Fl 4	Fl 5	Fl 6	Total
John Lewis	126	66	137*	135	**143**	**155**	298
Brian Taylor	119	**140**	**158**	134*	89	103	298
Des Slattery	**98**	**96**	92				194
Ron Munden	**44**	42	**65**	38	40	32	109









It's a long wait, but Indoor doesn't restart until May 2013. Why so late? Check the 2013 calendar, or talk to John Lewis.

BFFS Spy





Ain't love grand? William may be fishing for a new F1B?



A long time ago there was a rock singer called Crash Craddock. Ron is the FF equivalent, Mash Munden



Seen on the field in September. Dale's body language suggests she was not impressed.



Des doesn't like rubber, unless he can load it by the pound.



Our Secretary's first foray into Free Flight, circa 1962

CLUB CHAMPION 2012 POINTS

Name	QDP	1/2A	F1G	A1	Lsq/ 100	No Frill Wake	Vint G	Vint R	Vint P	Power Ratio	Vic Smeed	KKK	Frog	%	Total
William Jones	5	5		4	1	5		3		5					28
Des Slattery	3	4			3	3		5	5	4					27
Albert Fathers			5	2	5			1							13
Malcolm Campbell	4		2	5				2							13
Ron Munden					2	2			3	3					10
John Lewis						4	5								9
Kathy Burford			1	3				4							8
Adrian Bryant					4				4						8
Graham Maynard			4												4
Dale Jones			3												3
George Baynes						1									1





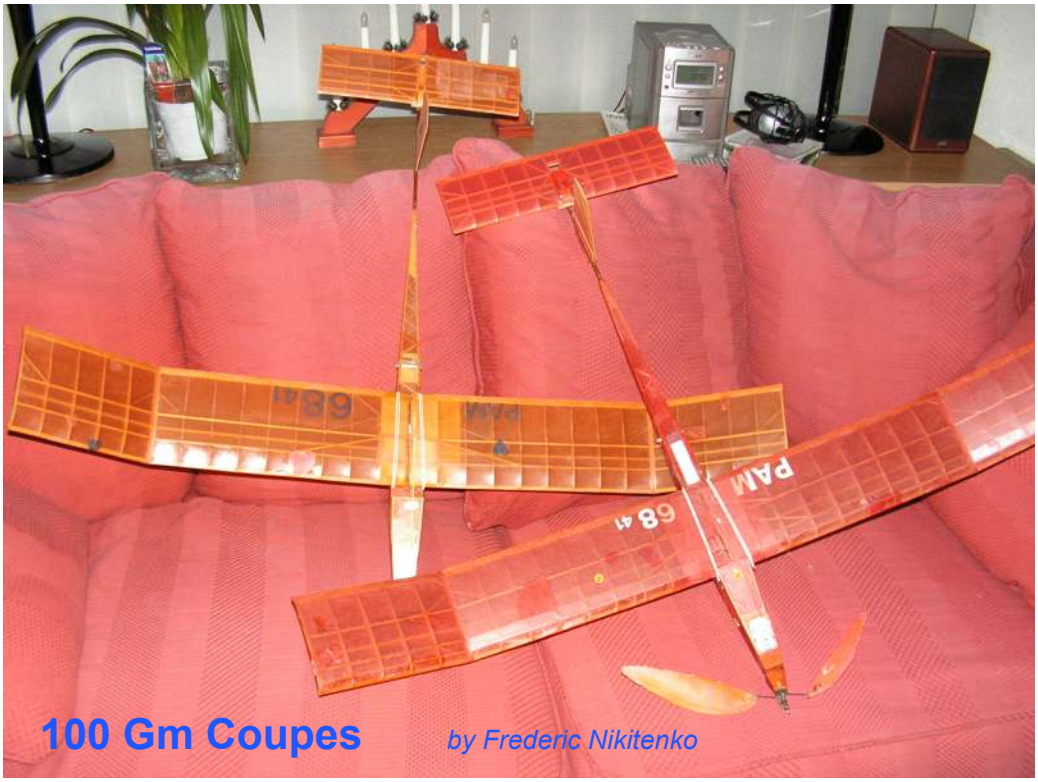
Things never change - the enthusiasm is still there. 65 years of Des Slattery!
His Vic Smeed designed Ethereal Ladies flew very well, with or without shoes!



Club mascot Maisy waiting to retrieve



Pieter De Visser, surrounded by Little Green Men



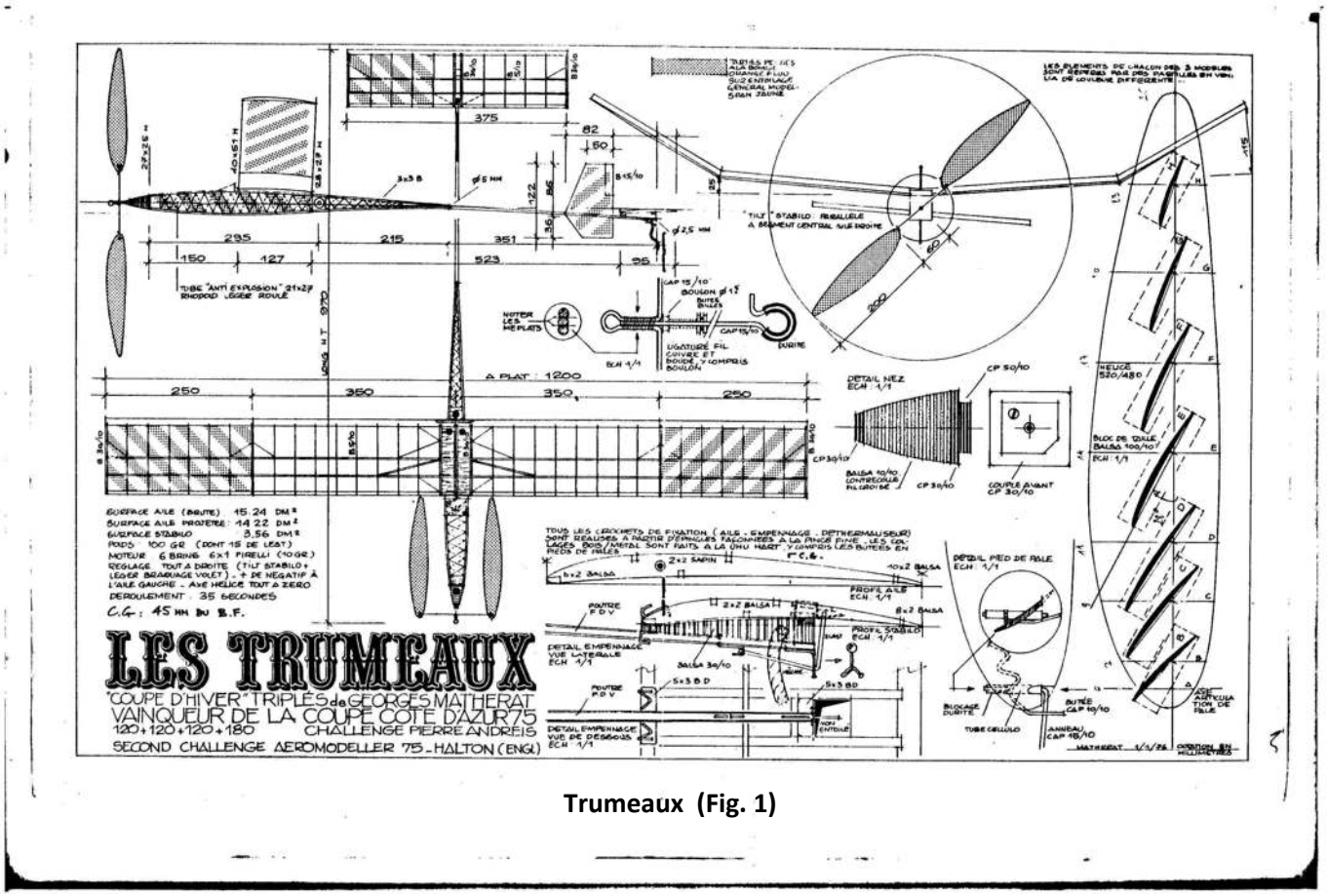
but with very thin sections to keep light. I build some of these models and I've included some pictures of them. It was great fun.

On my opinion, the best design is "the Trumeaux" from Georges Matherat. Funny name; in French, "jumeaux" means "twins", and as Georges built a batch of three identical models (inventing a new French word), he called them 'Trumeaux" (*Fig. 1*). With 35 mm rib spacing, the glide was very good, and the 520x480 prop is one of the best I have ever seen. They were marvellous models, all covered with yellow modelspan, and with fluo orange diagonal stripes under the dihedral panels and stab (bombed with ordinary "scotch" tape masking)

To simplifly, two types of 100 grams French designs were successful :

1 - One from the Georges Matherat-Bernard Boutillier team (one living in Grenoble and the other in Bourges) together, they developed models with orange fibre glass rods on the tail, supposed to act as an integrated "no-tech" VIT. They used common "radio control" balsa, rather heavy but with very thin sections to keep light. I build some of these models and I've included some pictures of them. It was great fun.

Bernard Boutillier 400x480 little prop is very good too. It has been very successful, fast climbing. For instance, a lot of "135" models have been built, with a flat-bottom airfoil and that prop. 'Once it is up there, you cannot see anymore that it is a flat-bottom airfoil!".



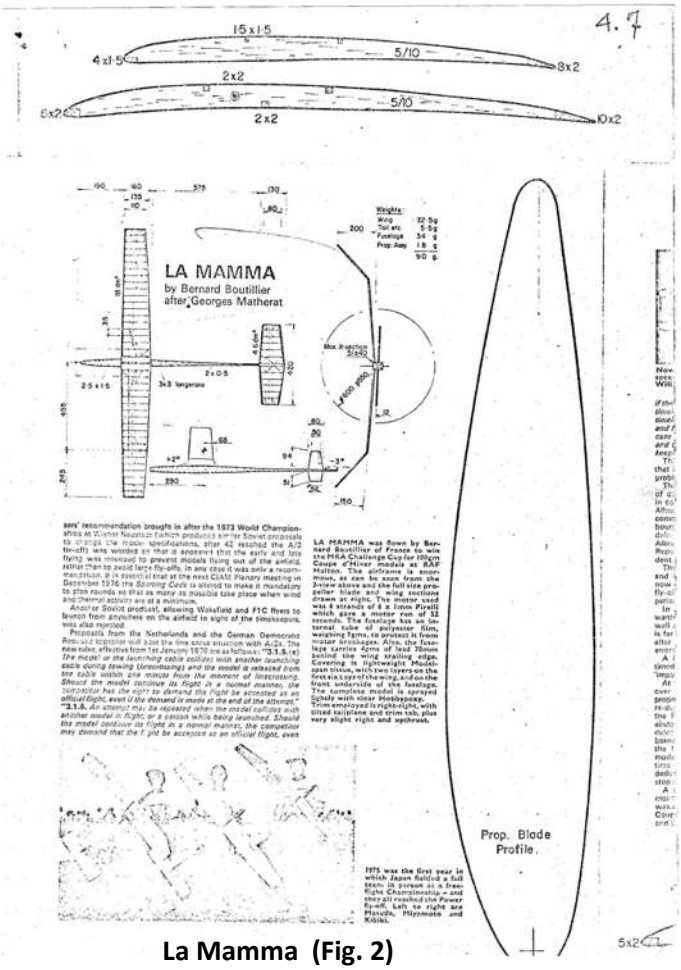
Trumeaux (Fig. 1)

Georges and Bernard tried some "extreme" designs, very big, like the Mamma and the Papa. (*Fig 2 and 3*)

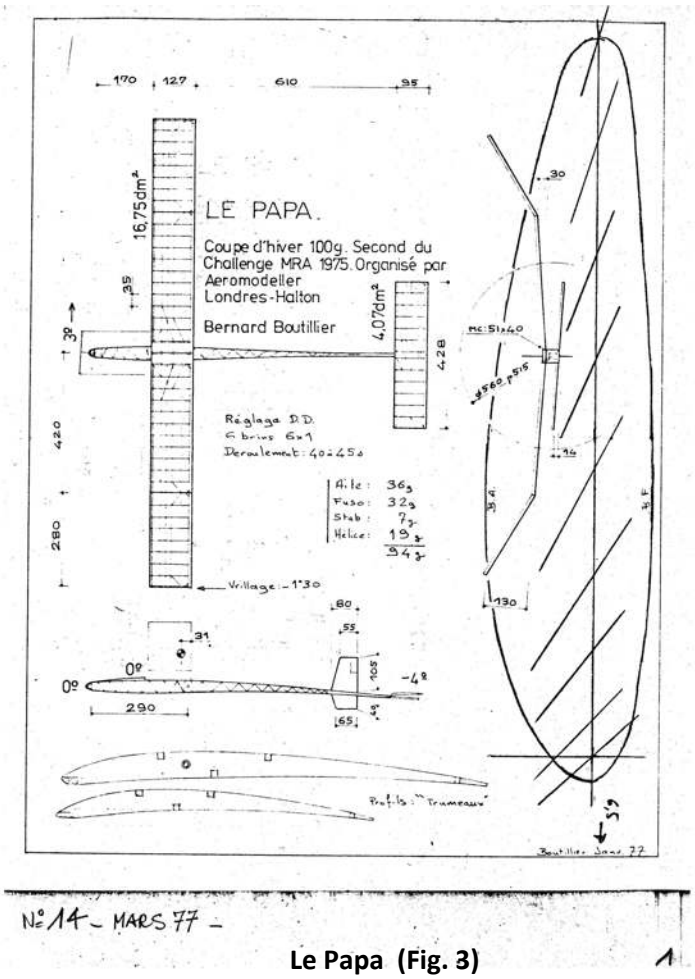
In the south of France (Cote d'Azur), the weather was more kind and some modellers used to build "Wakefield size" coupes, like the "Echo" and the "Rhinoceros" models.

2 - In the Parisian region, André Meritte and his son Pascal had good results with more classical models (more or less derived from the "Garricoupe"). I think André won the 1974 Coupe d'Hiver with his "Gadget 100" design which has been published in Aeromodeller Annual.

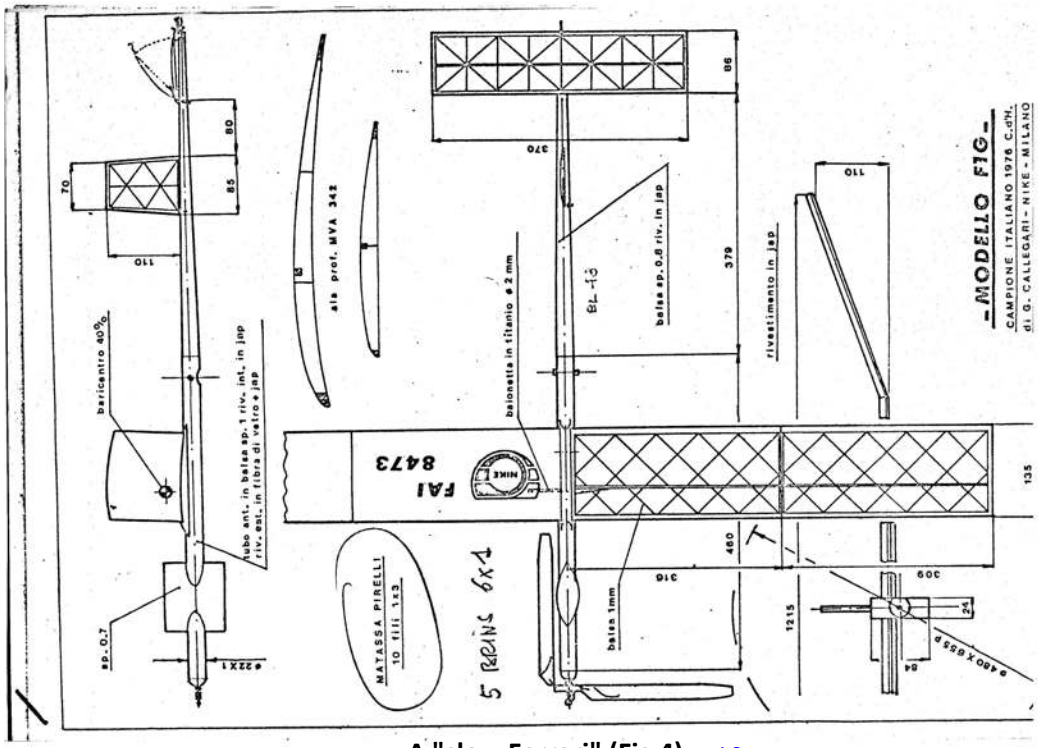
Not far from France, the Italian flyers used to fly "winter cup" during the summer, with a nice calm weather ! So they made some wonderful big models, with long prop runs. "Slow Ferraris" (*Fig 4*).



La Mamma (Fig. 2)



Le Papa (Fig. 3)



A "slow Ferrari" (Fig 4)

THE FRENCH CONNECTION

Frederic Nikitenko kindly sends us news from France. This time it's the 2012 Eifel Pokal, Zûlpich event. Results of the main events appear on the right. I hope you enjoy his magnificent photos.

F1A

1: J. Schellhase
2: R. Koglot
3: D.Sauter

F1B

1: A. Andrukov
2: O. Kulakovsky
3. G. Marquois

F1C

1: R.Truppe
2: G.Aringer
3: B. Boutillier



Alex Andriukov about to launch



Aringer- F1P front end (center panels flapper)



Bernard Boutillier & F1C



A "planting" of F1Bs



Dieter Siebenmann's pink F1B-Wing in backward position (climb)



Dieter Siebenmann's pink F1B-Wing in glide position



F1Q



Luca Aringer & flapper



Peter Maurer-Swiss F1C



Roland Koglot and Reinhard Truppe with flapper



Rolf Staebler-F1C home made front end



Vintage French!



















DON'T YOU LOVE THEM ALL?

BFFS Spy continued





Seen on the back window of a small white car at the Christmas Party. Sure looks like someone I know.



Des ALWAYS enjoys the Christmas Party



Albert's new toy.
It's long, and it's LDA

Short of ideas for Christmas? Maximus Wines, McLaren Vale

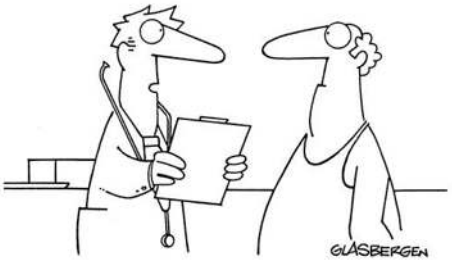


2012 Champion of Champions points table

Name	F1C	OP	F1J	F1A	F1B	P30	Scale	HLG	CLG	F1G	F1H	OR	Total
John Lewis	4	5	4	3	1					3	4	3	27
William Jones			3		4	4	4	2		5			22
Des Slattery			2			5	1	4	5			1	18
Malcolm Campbell				4		2	2		3		5		16
Albert Fathers				5	2			5				4	16
Brian Taylor							5	3		4	2		14
Ron Munden	5	4											9
Ted Burfein	3				5								8
Ben Lewis				2	3						3		8
George Baynes										2		5	7
Peter Nash			5										5
Kathy Burford									2		1	2	5
Dale Jones									4				4
Mark Armour						3				1			4
Bill Thomas (Des)							3						3
Darren Jones						1							1
Van R-Smith				1									1



"I have metal fillings in my teeth. My refrigerator magnets keep pulling me into the kitchen. That's why I can't lose weight!"



"The handle on your recliner does not qualify as an exercise machine."



"I'm going to order a broiled skinless chicken breast, but I want you to bring me lasagna and garlic bread by mistake."



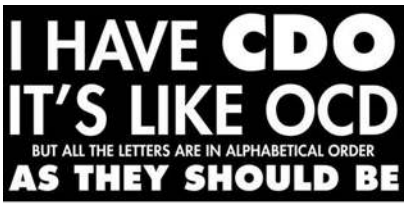
"My doctor told me to start my exercise program very gradually. Today I drove past a store that sells sweat pants."

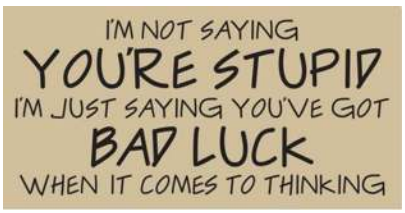


"What fits your busy schedule better, exercising one hour a day or being dead 24 hours a day?"

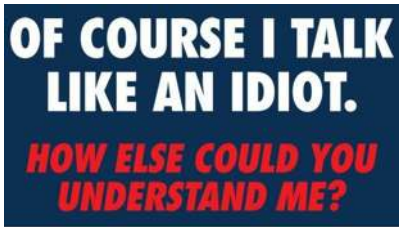
















The BFFS Christmas Party - lots of happy people, and too many photos to publish all of them! Once again it was held at Bremer Waters and George Baynes worked hard to make the experience most enjoyable. The ladies of the club, led by Dale Jones, worked tirelessly before and after the eating. Thanks to all of them!



Surprised Door Prize winner, Malcolm Campbell



Nice Tucker. All weight watchers approved!

PRIZES FOR CLUB EVENTS



William won a lot of club prizes



And Des wasn't far behind



Albert picked up a few too

The first 3 photos depict our Club's multiple 1st prize winners:

William Jones	- QDP, 1/2A, No Frills Wake and Power Ratio
Des Slattery	- Vintage Rubber and Vintage Power
Albert Fathers	- F1G and LSq/100

CLUB CHAMPION - William Jones



Malcolm Campbell - A1



John Lewis - Vintage Glider



Our CLG girls - Dale Jones, Kathy Burford, Elly Fathers and Sheila Munden. Can't wait until next year!

QUEENSLAND STATE CHAMPIONSHIP AWARDS



F1A - 1st Albert Fathers, 2nd Malcolm Campbell, 3rd John Lewis



F1B - 1st Ted Burfein, 2nd William Jones, 3rd Ben Lewis -*missing*



F1C - 1st Ron Munden, 2nd Ted Burfein, 3rd John Lewis



F1H - 1st Malcolm Campbell, 2nd John Lewis, 3rd Ben Lewis



F1J - 1st Peter Nash, 2nd John Lewis, 3rd William Jones



Open Power - 1st Ron Munden, 2nd John Lewis



P30 - 1st Des Slattery, 2nd William Jones, 3rd Mark Armour



HLG - 1st Albert Fathers, 2nd Des Slattery, 3rd Brian Taylor



CLG - 1st Des Slattery, 2nd Dale Jones, 3rd Malcolm Campbell



F1G - 1st William Jones, 2nd Brian Taylor, 3rd John Lewis



Open Rubber - 1st George Baynes, 2nd Albert Fathers 3rd John Lewis



Scale - 1st Brian Taylor, 2nd William Jones, 3rd Des Slattery

PERPETUAL TROPHY HOLDERS



F1H - Malcolm Campbell



F1J - Peter Nash



F1A - Albert Fathers



Courier Mail Wakefield Cup - Ted Burfein



LSq/100 - Albert Fathers



Col Somers Vintage award - Des Slattery



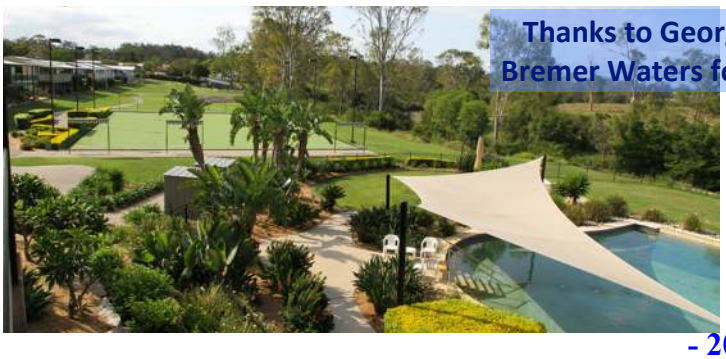
Scale Trophy - Brian Taylor



Club Champion - William Jones



Champion of Champions - John Lewis



Thanks to George Baynes and Bremer Waters for a great venue





The story finally concludes, one that should give you warm and fuzzy feelings as you read this childhood yarn about the big boys who flew model planes. It is set in the 1950s, in Queensland. This story, written through the eyes of a young boy, is part of a soon to be released book, "*The History of Stafford*", by Dennis Gray. Sit back, enjoy. Who knows, you may even identify someone in this article. It may even be you!

Malcolm Campbell

The Model Aeroplane Club.

The odd gap between components was filled with extra Tarzan's grip. Once the wings, empennage and body were built and fitted together, I cut most of the glue and paper from the balsa where there had been the unfortunate sticking, covered her with the tissue paper and applied the dope with a finger, like I saw some coves doing when repairing a tear out in the paddock years before. Of course I didn't have any acetone to remove it and it had stuck to my fingers. I had to rip the tenacious membrane off with my teeth and steel wool over the next hour or so. Till it was all off, it was as annoying as a stone in a shoe where the rough edges rubbed against the neighbouring fingers. My aeroplane was a little bit knobbly and corrugated in places. The airframe wasn't a perfect square section… "That was OK, it was my first try … the next would be better".

When she was ready to fly, I gently launched her from the top of the steps of the house we were in, and my master piece flubbled down to the ground. There is no recognised word to describe the path it took. It didn't fly, float, tumble, fall, spin or flutter. It did all of them at the same time. I was disappointed. I launched her a few more times seeing if I could work out a fix. I tried weighting a wing down with a bit of plasticine… no joy. I tried some on the tail… still no path that could be seen as aeronautical. It just flubbled. Finally I became enraged at "the stupid thing" and murdered it by crushing it into a tight ball and flinging it, with a considerable amount of swearing, in the rubbish bin and stormed off.

My next try was a few years later at boarding school when there was a bit of a model aeroplane craze in vogue. One kid who could actually build and fly control liners became our mentor. It would be nice to say I had learned something from the first awful failure. But, once again, "near enough"… and ambition to finish reigned supreme. I reckoned I'd make a control liner like Col used to fly. One of the stumpy stunt jobs that had no real body… just an engine, lots of wing and a tail. Of course I wanted the most flamboyant, big, bulky one available from the catalogue we all spent hours pouring over. I got one that suited a one point five to a two point five cc engine.

I had a one point five. Of course, perfection and patience wasn't practised and I made a few shortcuts and modifications. Naturally, the poor underpowered, overweight, wrinkly, ugly thing couldn't fly. Maybe with a TEN cc engine it could have been dragged through the air by brute force, but the one point five just pulled it about two metres from launch to crash site.

After a couple of more wacks on the bandaid covered fingers… I tended to use a lot of arm action rather than the nonchalant finger flicking style starts I'd begun with. Mate! …Those props hurt and I didn't care if I looked like a Nervous Nellie. Again rage took hold of me when "the rotten mongrel" refused to fly and I ranted, "Why ME?" I finally took it down the oval and set fire to "the useless cow of a thing" and announced I wasn't making models any more and I had a one point five cc engine for sale.

I had the opportunity to lie in bed at night and think things over and realized that that rubber-job champ of years before was pretty good at what he did. I had to admit his perfectionism had to be admired. Most of his aeroplanes were built with the absolute minimum of material to keep them as light as possible, but were still strong to get the best performance and win the competitions.

HE was by his deeds… an expert to be respected.



A collection of ages, when all were equal. Col is sitting up straight with his cap on.

Brisbane Free Flight Society

MONTH	DATE	START	EVENT	LOCATION
FEBRUARY	Saturday 16th	12 noon	Club general meeting plus "show and tell"	John's Place
	Sunday 24th	8am - 1pm	Dale's Fun and Friend's Club day	COOMINYA
			(P20, CLG and Special Ladies event , sport flying & limited RC)	
MARCH	Saturday 2nd & 3rd		**C/L State Champs + C/L & F/F fun**	**MARYBOROUGH**
	Sunday 17th	8am - 1pm	2 Minute Class models – "All In" Club Contest (5 flights)	COOMINYA
	Mon 25th –Sun 31st		**Southern Cross and AFFS Champs**	**NARRANDERA**
APRIL	Saturday 6th & 7th		**DALBY COMBINED DISCIPLINES NOSTALGIC FUN FLY. (All categories + Indoor)**	**DALBY**
	Saturday 20th	7am - 2pm	**F1A State Champs (7 rounds)**	**DALBY**
	Sunday 21st	7am - 2pm	**F1B State Champs (7 rounds)**	
MAY	Saturday 4th	3pm - 6pm	Indoor Glider(HLG/Catapult (S/C) and 6" HLG)	BSHS
	Sunday 5th	8am - 11am	P30 State Champs	COOMINYA
		8am - 10am	Scale	
		10am - 1pm	HLG and CLG State Champs (best 3 of 6 flights –each)	
	Saturday 25th	7am - 12pm	**F1C State Champs (5 Rounds)**	**DALBY**
		12 - 1.30pm	**LUNCH**	
		2pm - 5pm	**Open Power (3 Rounds)**	
	Sunday 26th	8am - 1pm	**F1J State Champs (5 rounds)**	**DALBY**
JUNE	Saturday 1st	3pm - 6pm	Indoor (P-18 S/C)	BSHS
	Sunday 16th	8am - 1pm	F1G State Champs (5rounds)	COOMINYA
	Sunday 30th	8am - 1pm	½A Power (Queensland rules - 5 flights)	COOMINYA
			A1 Sailplane(Queensland rules - 5 flights)	
JULY	Saturday 6th	3pm - 6pm	Indoor (Frog Event)	BSHS
	Saturday 13th	12 noon	AGM plus "show and tell"	John's Place
	Sunday 14th	8am - 1pm	100gm Coupe Event (Club event)	COOMINYA
	Sunday 21st	8am - 1pm	Dale's Fun and Friend's Club day	COOMINYA
			(P20, CLG and Special Ladies event , sport flying & limited RC)	
AUGUST	Saturday 3rd	3pm - 6pm	Indoor (Peanut (S/C) and No Doc Scale)	BSHS
	Sunday 11th	8am - 1pm	QDP	COOMINYA
	Sunday 25th	8am - 1pm	Reserve Day – General flying	COOMINYA
SEPTEMBER	Saturday 7th	3pm - 6pm	Indoor (F1L/Mini Stick/Delta Dart)	BSHS
	Sunday 8th	8am - 1pm	F1H State Champs (5rounds)	COOMINYA
	Thursday 19th	7am - 2pm	**Special Team Trial F1A and F1C**	**DALBY**
	Friday 20th	7am - 2pm	**Special Team Trial F1B**	
	Saturday 21st	7 - 10am	**Lsq/100 (3 flights)**	**DALBY**
		10am - 1pm	**Open Rubber State Champs**	
	Sunday 22nd	7am - noon	**No Frills Wakefield (5 flights)**	
OCTOBER	Saturday 5th	3pm - 6pm	Indoor (Hanger Rat)	BSHS
	Sunday 14th	8am - 1pm	Col Somers Vintage rally, Power Ratio Sport event (3 flights)	COOMINYA
	Sunday 21st	8am	Vic Smeed Day & KKK (Reserve day)	COOMINYA
NOVEMBER	Saturday 2nd	3pm - 6pm	General Indoor Flying	BSHS
	Sunday 3rd	8am - 1pm	Frog Precision, Combined % (Reserve day) (3 flights)	COOMINYA
	Saturday 24th	12 noon	Xmas party and prize presentation	TBA

CONTACTS: * John Lewis 3848 4280 * Malcolm Campbell 3263 9339 * Albert Fathers 0755 343490

We are always in need of CDs! Volunteers welcome!

2013 CALENDAR