The magazine for all those who love Free Flight

The BFFS DIGEST

December 2013



Beware the weather-worn model!

In this issue:

* *Australia's richest F/F event*
* *Open Rubber State Champs*
* *2013 trophy winners*
* *The BIG Christmas Party*
* *plus more to make you smile*



Brian wins LSq/100!

2010 - 2011 Management Committee

President	John Lewis
Vice-President	Des Slattery
Secretary	Malcolm Campbell
Treasurer	Dale Jones
F/F Administrator	Graham Maynard

Enquiries regarding the BFFS Inc should be directed to :-

The Secretary, B.F.F.S. Inc
1 Rex Street, Aspley QLD 4034

Editor and Newsletter Publisher
Malcolm Campbell
1 Rex Street ASPLEY QLD 4034
Phone:- 3263 9339 **Email** : - actrain@ozemail.com.au

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:

Beware the weather-worn model! This one is Brian Taylor's trusty Lim Joon, on its way to an easy win in the LSq/100 competition at Dalby in September. Easily the richest F/F comp in Australia, this event will grow!

PRESIDENT'S REPORT

2013 is nearly over and looking back we had a great year's Free Flight with favourable weather and some memorable achievements like Roy Summersby winning the World F1C champs. Recently through the efforts of the NSW FF members there seems a good chance MAAA may purchase a field outside of West Wyalong that will be suitable for holding major FF events. With a number of local clubs recently losing their flying sites it would be great to have a permanent site to continue enjoying our activity.



Our Xmas party was well attended and enjoyed in perfect weather. Thanks again to George for securing this magnificent venue. Pleasing to see more partners attending and often participating in our contests throughout the year. Good also to see a few returning to flying FF after a few years absence. Allen Thomas was unable to attend our presentation dinner to receive his life membership certificate but this will be presented at our next club meeting. Hope everyone has a great Xmas break (a few will be attending the Nats) and look forward to catching up with you all at the club meeting and Dale's fun day in February.

John Lewis

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Allen Thomas - life member of the BFFS Inc

We're a small club and I need your help!

Why not sit down and pen an article on some part of aeromodelling, from your past, maybe an event you held dearly. Construction articles are always welcome. Surprise me!

WANTED

A few keen members to add spice to the Digest. I'm sure there are some stories to tell. Think about it. I need you!

Malcolm Campbell

IMPORTANT NOTICE

The property owners near our flying field have requested we make contact with them at all times before entering their property to look for our models. Co-operation here is vitally important as they will help us if we help them.

SECRETARY'S REPORT



Flying this year has been very enjoyable. We have been fortunate with the weather, unlike our friends in the UK, where they've battled gales and rain throughout a lot of the year. Of course we've had something of a drought and it's remarkable to see the Seven Mile Lagoon adjoining our field has totally dried up. We haven't seen that for maybe 5 or 6 years. Remember when we could drive onto the dried lagoon bed and fly 3 minute events? Wouldn't it be good to try that again! Of course, not at the expense of an extended drought.

Kathy and I walked out onto the bed of the lagoon on 1 December and it is a pretty good looking 3 minute field, flat with no fences or trees, although there is now a small puddle in the middle from recent rain. The Free Flight Nationals are on at the end of the year, and Albert, Des, Graham, Kathy and myself will be attending. Sure hope it's not as hot as last year. Albert, Kathy and I will be travelling to Lost Hills again in February for the Feb Feb events, with 9 days of spectacular free flight, including 3 world cup events.

The AFFS in April will also be promoting 3 world cup events - the Southern Cross Cup, the AFFS Champs and the Kotuku Cup (run by our Kiwi friends as they have lost their Omarama field).

In between Lost Hills and Narrandera we start our F1A and F1C State Champs, so there will be plenty of competition early in the year for those who want it.

And the GREAT NEWS is the first step has been taken to acquire an MAAA flying field for all disciplines - a 1,000 field near West Wyalong - 12 hours from Brisbane, 6 hours from Melbourne and 5 hours from Sydney.

All the best for Christmas and the New Year.

Cheers, Malcolm Campbell

LETTERS TO THE EDITOR:

Hi Malcolm,

Very huge congratulations for this magnificent job, that you made so quickly !

And thank you for publishing so kindly my photos !

Cheers

Frederic (ED: The French Connection)

Dear Malcolm,

Heartiest congratulations to all the Australian Team members at Moncontour and especially to Roy. What a fabulous and deserved win!

Thank you for another superbly presented and interesting BFFS Digest. So nice to have the great images captioned. I know it is a little more work, but the difference is much appreciated.

Now Des has discarded the veteran Volvo, am I the only one left driving the Swedish Holden?

kind regards
David Owen

King Ozymandias of Assyria was running low on cash after years of war with the Hittites. His last great possession was the Star of the Euphrates, the most valuable diamond in the ancient world. Desperate, he went to Croesus, the pawnbroker, to ask for a loan. Croesus said, "I'll give you 100,000 dinars for it." "But I paid a million dinars for it," the King protested. "Don't you know I am the king ?!" Croesus replied, "When you wish to pawn a Star, makes no difference who you are."

Evidence has been found that William Tell and his family were avid bowlers. Unfortunately, all the Swiss League records were destroyed in a fire, ...and so we'll never know for whom the Tells bowled.

A man rushed into a busy doctor's surgery and shouted, "Doctor! I think I'm shrinking!" The doctor calmly responded, "Now, settle down. You'll just have to be a little patient."



Advertised as the richest two day free flight event we were hoping for good weather which looked doubtful with the previous two days (Thursday and Friday) being plagued with very strong winds. Consequently the decision was made to fly 3 flights from 7am – 10am rather than 3 rounds to make the most of the early morning calm conditions.

John with his new model (with only one test flight 20 minutes before the start of the event) was first on the starting table and got away with a stable flight pattern. Although gaining only moderate height the glide was reasonable with the model landing around 40 meters from the take off table. Both William and Graham followed soon after with Graham producing the most spectacular hang on the prop climb I have ever seen. Normally a model will hang on the prop lose forward speed, stall then swoop down however Graham's model just hung on climbing slowly while the model rotated for what seemed an eternity to finally settle down and record good height although the glide was a little disappointing.

Des had the misfortune of destroying a fuselage while winding his best model and was only able to achieve a moderate first flight score with his reserve model. Albert with more than his fair share of success in previous LSq contests was the first to break the 3 minute mark. Brian held back a little chancing the wind increasing and got the benefit of some rising air to take the first flight lead. Allen probably suffered the biggest disappointment having his model malfunction to record a first flight score of 6 seconds.

Both William and Graham, after a good start on their first flight, had disastrous second flight launches and broke their models. John gained a lit-









tle more height from his second flight but failed to find helpful air. Brian and Darren by contrast went away reaching great height to both make the 5 minute max. Ron may have been a little distracted needing to leave early for a wedding and scored the same score of just over a minute for his first two flights. Allen did considerably better on his second flight but withdrew before flying his third flight. Malcolm was busy taking pictures for the newsletter and after a moderate first flight scored returned a good second flight and needing a good third flight to place had a disappointing last flight.

Most flying was concluded by 9.30 am with Brian well ahead not needing to fly his 3rd flight but he did anyway to finish over 100 seconds clear of the rest of the field. With 10 entries this is probably the largest LSq event I can remember and it was flown in the best conditions. Ironic actually, considering the previous two days.

So Brian was first, Albert second and Darren third. Thanks to Allen, the $900 prize money for this year was distributed to the place getters. For those who like to build their own models in a traditional way this is both a challenging and fun contest. Allen needs to be congratulated for his efforts in promoting this class and his generosity in sponsoring it.

Typical of Allen, a true gentleman, he presented Dale with a large box of Guylian Chocolates the following day for her work as CD with a card attached reading:

TO: The most **D**edicated **A**eromodeller **L**ady **E**ver (Dale)

Name	Flt 1	Flt 2	Flt 3	Total
Brian Taylor	223	300	75	598
Albert Fathers	181	187	127	495
Darren Jones	86	300	81	467
Des Slattery	119	117	184	420
John Lewis	136	149	118	403
Malcolm Campbell	93	148	54	295
Ron Munden	68	68	90	226
Graham Maynard	142	Broke	-	142
William Jones	124	Broke	-	124
Allan Thomas	6	109	-	115


Ron Munden


Part of the Saturday roll-up


Allen Thomas


Malcolm Campbell


Graham Maynard



THE WINNERS!
2. Albert Fathers 1. Brian Taylor 3. Darren Jones



Brian Taylor was very pleased with himself



Sponsor Allen Thomas's OD model

J. LSq/100 WAKEFIELD RULES

J.1 **Definition:** To commemorate the distinctive Wakeful style popular in the 1937 - 1951 period. LSq/100 generally conforms to the rules that then applied. Entrants have the option of using or adapting vintage designs or designing their own.

J.2 **Specification:** The model shall be powered by a rubber motor. The all-up weight of the model with motor shall not be less than 230 gms.

The wing area of the model, measured on the lifting surface itself (not projected, as is current FAI practice) shall not exceed 1,355 sq cms. The tail plane area, measured in the same manner, shall not exceed 33% of the measured wing area.

The fuselage shall have, at its point of maximum cross section, a cross-sectional area of not less than **L** squared, divided by 100, where **L** is the overall length of the model, inclusive of propellor attachments and tail hooks. **L** is in centimetres and the cross-sectional area is in sq centimetres.

Dethermalisers may be activated by the timer but no other items may be timer-activated. The tension and/or torque of the rubber motor may be used to operate gadgets, as may the prop-stop mechanism.

J.3 **Flying Rules:** No thermal detecting devices (*thermistors, fluffies, bubbles, mylar tapes, etc*) are permitted.

Three (3) flights will be flown, with flights of 300 secs max. Models to rise off table.

Multiple entries however will be acceptable , with each model having its own recorded score.

In the event of a **fly off**, flights will continue until a tie break occurs.



Open Rubber was divided into two sessions starting at 10am – noon when we stopped for lunch and then from 1pm till 3pm. With concerns about wind most elected to get their flights in before lunch but as it turned out the average wind speed for the event was 4 meters per second as measured by my wind speed meter. Most elected to fly in the lulls which became larger throughout the day making retrieval quite easy.

The big exception was William's model which climbed to great height on the power run (William said he has never seen that rate of climb from an F1B model before, including World Championships). Consequently the DT was also long and slow taking the model to 150 meters from the Warrego Highway, 7 km away. The return journey on foot including being chased by a herd of kangaroos was estimated at 17km for Darren who eventually retrieved the model. Certainly driving down the Cecil Plains Highway would have been a better option.

Mark lost his model on his first flight but it was unclear if the button timer and tracker were functioning. Malcolm wisely elected not to fly having a suspect timer in his model and Brian felt he had achieved enough for one day after winning the LSq event with a couple of long flights. John won with 3 maxes but George would most likely have maxed out too except for having


John Lewis OD in OR


Darren Jones with ex Peter Twiss model

his model attacked by the local magpie on his first flight.

Albert started well with an impressive max but then devoted much of the morning to help Mark look for his lost model and needed to leave after lunch thus not making his last two flights. Kathy started off well with a max but then found bad air for her subsequent flights. Darren was also a good chance but dropped a little over 20 seconds on his second flight to take second place.

In contrast to the previous two days, Saturday turned out to be a great day weather-wise, with both events well supported having 10 entries in LSq and 8 in Open Rubber. Hopefully we can get these conditions next year.

Name	Flt 1	Flt 2	Flt 3	Total
John Lewis	180	180	180	540
Darren Jones	180	157	180	517
George Baynes	147	180	180	507
William Jones	180	101	180	461
Kathy Burford	180	70	71	321
Albert Fathers	180	-	-	180
Mark Armour	180	Lost model	-	180
Des Slattery	93	69	-	162





William Jones, preparing his model

CD Dale Jones Report by LouiedaFly

The weather predictions for the week proceeding our 4 days flying at Dalby had always favored Sunday as the best day and so it was with perfect conditions. Arriving home on the Sunday afternoon I checked the weather which indicated 9kph all day but it was a lot less than that on the field resulting in short retrievals. Unfortunately a few people had left before Sunday leaving only 4 to contest the No Frill's event. The decision was made to fly 5 flights which had everyone finished and packed up by lunch time. As usual the Dalby boys were there to look after us providing a hot lunch and carrying out maintenance such as mowing and loading the seating benches onto a truck to rebuild. John presented the Dalby members with a Xmas present (carton of XXXX) at lunchtime in appreciation for allowing us to use their field and facilities on a regular basis each year which was well received.

Flying got underway at 7am with John up first. The local magpies were also up early with one taking a particular interest in John's model. With a few nudges here and there John's flight was down just short of a max. George flew from the other end of the runway for his first flight hoping to avoid the bird after his encounter with it the previous day. Unfortunately with the still conditions his model stayed close to the clubhouse and well inside magpie airspace. After a few bumps George's model looked like hitting the top of the trees over the parking area when it was bumped again redirecting the flight path away from potential disaster. Unfortunately the bird continued bumping the model which sent it back into the trees where it hit and fell to the ground breaking the wing. Satisfied with killing George's model the magpie just sat and watched our flying for the rest of the day with a smug look on its face.

After starting well John's scores declined as he struggled to pick good air. By contrast Brian displayed his usual patience and skill to end with 4 maxes after a shaky start to easily win the event. George resorted to a replacement wing for his remaining 4 flights but couldn't get the model to behave properly and like John was unable to find the lift. William finished with a convincing max on his last flight but otherwise had reasonable but sub max scores to take second place. A pity we didn't have more in the event as the weather was so good. Allen was a potential starter but discovered his prop shaft had rusted into the bearings after it was immersed in water the last time he flew it (2 years ago).

Allen and Ian were there to help for most of the morning with retrieving


George Baynes, packing on the turns

and timing models for us. Ron no doubt would have participated as well but had to leave early the previous day to attend a wedding. Dale did a good job as CD, timing, announcing the scores, distributing the cash prizes and sending in the scores for the 4 days. Except for Thursday and Friday we were treated to very good weather at Dalby in 2013 so hopefully the dates that have been chosen for 2014 also provide light winds and fine conditions.

Name	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Total
Brian Taylor	114	180	180	180	180	834
William Jones	127	157	177	133	180	774
John Lewis	172	180	137	133	108	730
George Baynes	180	125	86	126	166	68

COVERING WITH MYLAR



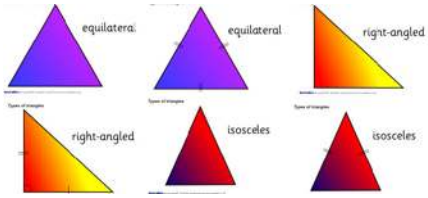
One of the problems you will observe is the air expanding inside the structure and causing the film to "balloon". You can either ventilate by making pin holes in the covering or put up with the problem because as the film slowly shrinks into place, the "ballooning" will reduce. Beware though that these pin holes give an opportunity at a later date for tears to take place.

Perhaps the best solution is to "vent" each rib bay with small holes in the ribs. A last small hole in the center sheeting will allow the wing to breathe.

A few points:-

1. Any joints you are covering, overlap a reasonable amount, at least 1/8".
2. Undercamber is not a problem. Just make sure all the structure has adhesive on it, and carefully attach the film to the ribs.
3. The heavier grades of film shrink less than the lighter grades.
4. Make sure that all edges and joints are fully sealed. If opened to the air flow, the air can get in and cause the film to lift away from the structure.
5. Clean the finished covering and remove any adhesive that is on the surface with a small amount of solvent. Not only will the covering look better it will also prevent dirt attaching itself to the model when it is out in the fields.

Before heat shrinking the film, a quick test will find if your iron turned up to maximum heat will melt the Mylar. However, be aware that if attaching aluminised film to carbon, heat can build up in the structure and spoil the aluminised finish. Also keep the shoe of the iron clean free of adhesive and dust, a quick wipe with solvent will do the job. Adhesive on the shoe will attract dirt which may scratch or even tear the film.



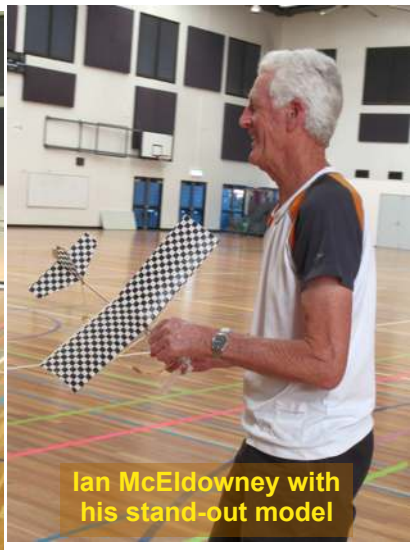
There were three Indian squaws. One slept on a deer skin, one slept on a buffalo skin, and the third slept on a hippopotamus skin. All three became pregnant. The first two each had a baby boy. The one who slept on the hippopotamus skin had twin boys. This just goes to prove that... the squaw of the hippopotamus is equal to the sons of the squaws on the other two hides. (Some may need help with this one).



Ian McEldowney's Hanger Rat performed very well


Allen Thomas


Ron Munden (front) and Brian Taylor with their Hanger Rats


Ian McEldowney with his stand-out model


Des Slattery

Hanger Rat September 2013

One word describes the afternoons flying – enjoyable. Initially it looked like we would have 6 competing but Allen Thomas had a few problems with his model and elected not to fly in the contest spending the afternoon trimming his hanger rat and EZY B model. Ian by contrast was right into the contest with a series of high scoring flights ending up in second spot. John and Ian seemed evenly matched with their model performance but John managed to get hung up trying for too many winds.

It was good to see Des again at Indoor and he managed all his flights before he had to leave. Des's model, like Ian's and John's, spent a fair amount of time amongst the rafters but it may have been the moth holes in the wing that limited his times leaving him in fourth overall position. Ron's model was behaving badly and so it was given to Brian for a bit of re-trimming assistance. Eventually the model showed some improvement getting close to a one minute flight on Ron's last attempt. Ron commented to me after the event – "*I think it's time to build a new Hanger Rat when Brian has trouble getting it to fly*".

Brian as usual made his flights later in the day possibly waiting to assess the level of competition or perhaps he was just helping Ron. In any case Brian demonstrated how it should be done by selecting the appropriate size rubber to ensure a long flight below the level of the rafters to easily win the event. Ian did a little bit of HLG practice and John flew his RC chopper after the event. Most of the time we sat and chatted until we found ourselves sitting in dark when we decided perhaps it was time to turn the lights on or go home.

It was the most enjoyable Indoor day we have had in 2013.

Hanger Rat RESULTS

Name	1	2	3	4	5	6	Best 2	Total
Brian Taylor	123	119	171	172				343
Ian McEldowney	117	119	139	129	75	108		268
John Lewis	114	132	56	68	58	124		256
Des Slattery	83	92	101	104	110	108		218
Ron Munden	46	47	48	50	41	59		109

OCTOBER FUN



What it's all about. A well-trimmed model on a perfect day. Free flight has so much to offer.

CHEAP POWER FUN

There's still plenty of life left in old time power models, and old time flyers!



Ron Munden had lots of fun trimming his Dixielander. It flew very well.



William Jones's Pearl went up like a rocket



Albert was high all day



John Lewis's veteran Seraph graced the sky with some pretty flights



Des's Tomboy about to turn feral with an uncharacteristic flight



Malcolm's Tomboy was always well behaved



Dale holds up William's big one - a Sandy Hogan model, Frog 500 power



William launches his very effective Senator



Part of our good roll-up for the Clubbie type events



Albert bids FAREWELL to his Senator, on its last flight



Des Slattery launches his Elfin 1.8 powered Kerswap



Ron Munden's lovely Black Magic



Malcolm Campbell's colourful Tomboy



Van Richard-Smith's Madcap, flown by Dianne

COL SOMERS ' VINTAGE DAY

William flew a "Sandy Hogan". 1st flight was short power run then DT. Decided to do another flight with a bit longer DT. Well, away went plane with me thinking he had 1min DT. I said it is now 1min30secs and no DT. At 2mins 8 secs I turned off stop watch as I could not see the model over the ridge. The max for day was 90secs! By this time Des was away after it, as it had no tracker. William eventually caught up with him. Des saw it DT and they both found model, in middle of the dried up lake. It was great to see Des & William hobbling back with the plane. Two old vintage guys hobbling back with a vintage model aeroplane, so nice to see them helping each other. William said he could not see the scroll properly when setting the DT because his glasses were covered. Des helped him set it and they both said it was set for about 1 min. Two old guys who can't see and can't walk properly, but both had big smiles on their faces.

Vintage Rubber

1.	William Jones	90	90	90	270
2.	Des Slattery	90	87	77	254
3.	Albert Fathers	58	90	90	238
4.	Kathy Burford	56	56	90	202
5	Ron Munden	48	84	11	135

Vintage Power

1	Des Slattery	13/90	13/90	13/90	270
2.	William Jones	3/11	5/90	-	101

Vintage Glider

1	John Lewis	80	90	87	176

Des Slattery and William Jones tied for the Col Somers Vintage trophy.

KKK, Vic Smeed and POWER RATIO EVENTS

KKK

1.	William Jones	90	90	78	258
2.	Van Richards-Smith	90	90	65	245
3.	Albert Fathers	90	90	Lost	180
4.	Kathy Burford	56	56	90	202
5	Ron Munden	48	84	11	135

Vic Smeed

1.	Des Slattery	90	90	180

Power Ratio

1.	William Jones	3.8/96	25:1
2.	Des Slattery	10/120	12:1

FROGGY and COMBINED PERCENTAGE EVENTS

FROGGY

		Static	Flights	
1.	William Jones	3	90	90
2.	Dale Jones	2	34	29
3.	Malcolm Campbell	1	20	15
4.	John Lewis	4	R/C model	

Combined Percentage

1.	Malcolm Campbell	120	120	120	360
2.	John Lewis	120	120	104	344
3.	Kathy Burford	120	0	120	240
4.	Dale Jones	55	Crashed		55

Malcolm and Kathy flew gliders.
John and Dale flew Coupes.

A sceptical anthropologist was cataloguing South American folk remedies with the assistance of a tribal elder who indicated that the leaves of a particular fern were a sure cure for any case of constipation. When the anthropologist expressed his doubts, the elder looked him in the eye and said, "Let me tell you, with fronds like these, you don't need enemas.

2013 State Champs Championship Points

Name	F1A	F1B	P30	Scale	HLG	CLG	F1C	O/P	F1J	F1G	F1H	O/R	Total
William Jones	4	3.5	2	4	3	5	3	4	3	5	2	2	40.5
John Lewis	2	3.5	4		4	3	4	5	5		3	5	38.5
Mal Campbell			5	5		4					5		19
Peter Nash							5		4				9
Ben Lewis	5	3.5											8.5
Mark Armour			3							4			7
Kathy Burford						2					4	1	7
Ron Munden							2	3	2				7
George Baynes										3		3	6
Albert Fathers	3	1								2			6
Keith Fisher					5								5
Darren Jones												4	4
Ted Burfein		3.5											3.5
Dale Jones			1			1				1			3

Queensland State Free Flight Championship Place Getters 2013

	1st Place	2nd Place	3rd Place
F1C	Peter Nash	John Lewis	William Jones
Open Power	John Lewis	William Jones	Ron Munden
F1J	John Lewis	Peter Nash	William Jones
F1H	Malcolm Campbell	Kathy Burford	John Lewis
F1A	Ben Lewis	William Jones	Albert Fathers
F1B	Ted Burfein		
	Ben Lewis		
	John Lewis		
	William Jones		
P30	Malcolm Campbell	John Lewis	Mark Armour
HLG	Keith Fisher	John Lewis	William Jones
CLG	William Jones	Malcolm Campbell	John Lewis
Scale	Malcolm Campbell	William Jones	William Jones
F1G	William Jones	Mark Armour	George Baynes
Open Rubber	John Lewis	Darren Jones	George Baynes



William Jones - Champion of Champions

2013 State Indoor Championship Points

Name	HLG	P18	Peanut	Total
John Lewis	4	4	5	13
Brian Taylor	3	5	4	12
Ben Lewis	5			5
Ron Munden	2	2		4
John Taylor		3		3
Van Richard-Smith			3	3

2013 INDOOR F/F STATE CHAMPS

EVENT	1st Place	2nd Place	3rd Place
P18	Brian Taylor	John Lewis	John Taylor
F1N	Ben Lewis	John Lewis	Brian Taylor
PEANUT SCALE	John Lewis	Brian Taylor	Van Richard-Smith

John Lewis - Indoor Champion



BFFS Spy



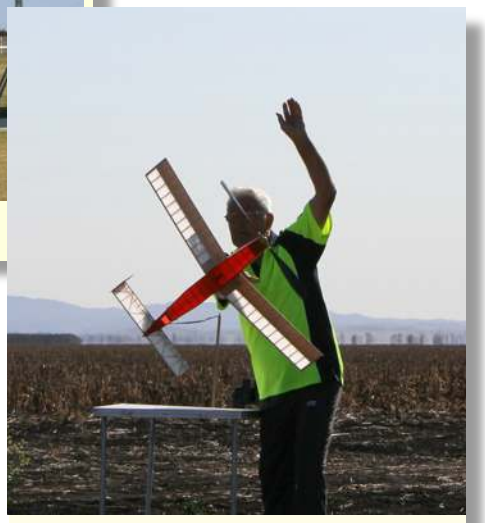
Not quite ROG. Must have SupaGlue on his hand!



Too much tail tilt?



Learning the ropes



Must cure that hook!



Should have looked at the weather map before flying in the F1A trial



Darren has fighter escort



LSq/100, with attitude!



George, I've got a good signal but I can't see the model!

Which BFFS member has been unknowingly creating a canard F1C? Lucky it wasn't flyable!



Brian's "BIG" Open Rubber model



Ron tries his hand at kiting



Brian was not to be outdone



Like your safety cut-off switch, Van!



Left the burst tube at home John?



Stop horsing around Des!



The Frogs are bigger at Coominya!

NOT EVERY DAY IS A GOOD DAY BUT THERE IS SOME GOOD IN EVERY DAY





Seen on the way back from Coominya. A model drag strip. Electric rails reaching over 175 kph in 40 metres!



Frog Day



Nice launch Kathy!



Brian's Open Rubber model



Six flights - 5 were maxes from William's Senator

Blessed with a perfect day for our club break-up party, 20+ club members enjoyed a wonderful BBQ lunch on the deck at Bremer Waters entertainment complex, thanks to George Baynes who lives there. Trophies were awarded after lunch and a few of the lucky recipients appear below. Albert Fathers won the Christmas Hamper raffle.



The BFFS Christmas Party at Bremer Waters Ipswich



The East Wing



The West Wing



William Jones - Champion of Champions



William Jones - Club Champion



Our talented bunch of lady flyers - Dale, Sandra, Elly and Kathy

BFFS 2013 Trophy winners



Brian Taylor - Club member of the Year



F1J State Champ - John Lewis



F1H State Champ - Malcolm Campbell



Col Somers Vintage award
William Jones and Des Slattery



Brian Taylor - LSq/100 winner



F1C - 1. Peter Nash
3. William Jones (L) 2. John Lewis(R)



F1A - 1. Ben Lewis (missing)
2. William Jones (R) 3. Albert Fathers



CLG - 1. William Jones
2. Malcolm Campbell 3. John Lewis



Open Rubber - 1. John Lewis
2. Darren Jones 3. George Baynes



Peanut Scale - 1. John Lewis
2. Brian Taylor 3. Van Richards-Smith



F1B - 4-way tie: John Lewis, Ben Lewis, Ted Burfein and William Jones



Outdoor Scale - Malcolm Campbell



Open Power - 1. John Lewis
2. William Jones (R) 3. Ron Munden (L)



F1J - 1. John Lewis
3. William Jones (L) 2. Peter Nash (R)



F1H - 1. Malcolm Campbell
2. Kathy Burford 3. John Lewis

BFFS 2013 "chocolate hunters"
Winners of the club events














Ladies, if a man says he will fix it, he will.



There is no need to remind him every 6 months about it.













My friend has 6 locks on her door. She said her theory is to only lock 3. That way, if a thief tries to pick the locks, he'll always be locking three of them no matter how he does it.

BRISBANE FREE FLIGHT SOCIETY

MONTH	DATE	START	EVENT	LOCATION
February	Saturday 15th	12pm – 4pm	Club meeting plus "show and tell"	John's Place
	Sunday 23rd	8am-1pm	Dale's Fun and Friend's day (P-20,CLG and special ladies event, sport and limited RC)	Coominya
March	Sunday 9th	8am-1pm	2 Minute Class models – "All in" Club Contest (3 flights)	Coominya
	Saturday 29th	7am-12pm	F1A State Champs (5 rounds + 2 for team selection)	Dalby
	Sunday 30th	7am-12pm	F1H State Champs (5 flights)	Dalby
April	Saturday 5th	3pm-6pm	Indoor (IHLG/ICLG State Champs)	BSHS
	Saturday 12th	7am-12pm	F1C State Champs (5 rounds + 2 for team selection)	Dalby
		1pm-4pm	Open Power (3 flights)	Dalby
	Sunday 13th	7am-12pm	F1J State Champs (5 flights)	Dalby
	Friday 25th –		Southern Cross and AFFS	Narrandera
May	Friday 2nd		Southern Cross and AFFS	Narrandera
	Saturday 3rd	3pm-6pm	Indoor (F1L/MiniStick/Delta Dart Club Events)	BSHS
	Saturday 17th	7am-12pm	F1B State Champs (5 rounds + 2 for team selection)	Dalby
	Sunday 18th	7am-12pm	F1G State Champs (5 flights)	Dalby
	Sunday 25th	8am-1pm	Scale, HLG & CLG	Coominya
June	Saturday 7th	3pm-6pm	Indoor (Frog Event)	BSHS
	Sunday 8th	8am–12pm	P-30 (3 flights 120sec max)	Coominya
	Sunday 22nd	8am–12pm	A1 Sailplane (3 flights)	Coominya
	Saturday28th	12pm – 4pm	AGM	John's Place
July	Saturday 5th	3pm-6pm	Indoor (P-18 State Champs)	BSHS
	Sunday13th	8am–12pm	100gm coupe (3 flights)	Coominya
	Sunday 27th	8am - 1pm	Dale's Fun and Friend's day (P-20,CLG and special ladies event, sport and limited RC)	Coominya
August	Saturday 2nd	3pm-6pm	Indoor (Peanut Scale State Champs)	BSHS
	Sunday 10th	8am–12pm	1/2A Power (3 flights)	Coominya
	Sunday 24th	8am–12pm	QDP (3 flights)	Coominya
September	Saturday 6th	3pm-6pm	Indoor (General Indoor Flying)	BSHS
	Sunday 7th	8am–1pm	Col's Vintage Rally	Coominya
	Sunday 21st	8am–1pm	Combined % (3 flights)	Coominya
October	Sunday 5th	8am-1pm	Vic Smeed and KKK	Coominya
	Thursday23rd	7am-2pm	F1A & F1CTeam Selection Trial (7 rounds)	Dalby
	Friday 24th	7am-2pm	F1B Team Selection Trial (7 rounds)	Dalby
	Saturday25th	7am-9am	LSq/100 (3 rounds)	Dalby
		9am-12pm	Open Rubber State Champs (3 flights – flyoff 7am Sun)	Dalby
	Sunday 26th	8am – 12pm	No Frills Wakefield (3 flights)	Dalby
November	Sunday 2nd	8am – 12pm	Frog rally and P-20 (3 flights 60sec)	Coominya
	Sunday 9th	8am-12pm	Club reserve day (general flying)	Coominya
	Saturday22nd	12 noon	Xmas party and presentation	TBA

CONTACTS:

▶ John Lewis 3848 4280 ▶ Malcolm Campbell 3263 9339 ▶ Albert Fathers 0755 343490

2014 CALENDAR