The magazine for all those who love Free Flight

The BFFS DIGEST

September 2016



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* *International Scale Rally Richmond NSW*
* *THREE State Champs reports*
* *FIVE club event reports*
* *FOUR Indoor reports*
* *Dale's Fun Fly day*
* *2016 Flying Calendar* * *Fighter Ultralight - An adventure in scale modelling*

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

The Motor Boys (the late 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:

Malcolm Campbell launching his 16 year old Mills 0.75 powered Piper Cub J3 at Richmond NSW during the annual Scale Rally. The model flew well, as Cubs do, but lost on static points to finish mid-field. Australia and New Zealand have contested the David Hope-Cross trophy for ten years.

PRESIDENT'S REPORT



I have been overseas for a few weeks and struggling to remember much of our recent flying days. Looking back though I remember a couple of great days at Coominya flying F1G, P30 and 100gm couple models as well as the F1H and A1 day. Dale's fun day as usual was a great success and I keep getting reports on how much the super glue she provides in the goodie bags is appreciated. Indoor finished for the year on Sunday with a good close Peanut competition. We have had a few challenges this year with security code pads preventing us from parking in the grounds on one occasion and occasionally we have had to deal with tables and chairs set up for exams covering the floor but we have been able to overcome these issues on each occasion and complete the indoor program for the year.

There are only a couple of months left before we finish up for the year with our Xmas party at Bremer waters. George I believe has secured this facility again for us this year. We have a 4 day event in Dalby next month with team trials set for Thursday and Friday with our traditional rubber events planned for the Saturday and Sunday. As usual we have had good and bad days throughout the year in terms of weather but of late there have been more good days so hopefully this will continue to be the case.

I believe there will be a large contingent coming from south of the border to compete in the team trials so hopefully we can get 4 good days in a row at Dalby. It is getting harder to attract large numbers to our free flight events and with the exception of Mark's boys and Ben's daughter most of us are in our twilight years. Our first E36 contest didn't live up to expectation but Dale has recently ordered another 5 kits so I believe it's only a matter of time before this becomes one of our best club events due to the ease of operation.

As we become less physically active using technology to make our lives easier may be the answer to prolonging our aeromodelling interest. For many technology presents its challenges but one of the benefits of being a club member is that help is only a phone call away. Collectively we have a good base of knowledge that members are keen to share.

In October we have another Dale Fun Day as well as a sprinkling of club days so make the most of these opportunities before we get into the silly season.

John Lewis

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LOST! William Jones' rubber stripper. Have you seen it? He wants it back so he can do some more stripping. Phone William on 07 3345 7828 or email weldwell@ultrafast.com.au

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REMEMBER

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

HI all



We've had some good weather over winter and some good contests. Most events have been satisfactorily contained within the top paddock and we've had a few trips to the lower paddock where the dried up lagoon is. We've been so lucky this hasn't filled again because it really cramps our style when the winds are from the east of north east. In late August we noticed some dead cattle and a horse at the farm, perhaps natural attrition, hopefully not dogs or snakes. We should keep our eyes open.

Kathy and I missed a couple of events in July, when we went down to Richmond NSW to compete in the big Scale Rally. Six flyers came over from New Zealand and the event was flown in superb weather. We have attended a number of competitions away this year and have really enjoyed them. We're doing this while we can because, like all of us, I have a few wheels falling off, and this has explained my lack lustre performance at times. Must see if I can address this.

Usually I have no trouble writing a report each quarter but find myself struggling this time. Perhaps everything is going well?

Cheers, Malcolm Campbell

LETTERS TO THE EDITOR:

Great photos, great coverage and a great Newsletter - well done.
I particularly liked the early morning/late afternoon shots with the vibrant colours etc but the action shots were also fabulous - great timing.
John Lewis

Thank you so much for including us in your e-mail service! Your delightful efforts are always a source of both inspiration and entertainment, and we look forward to receiving anything you send, it's always first rate.

All the best from us both as always ,

John and Kath.

As usual an excellent Digest. Congratulations.
John DT

Terrific as usual, Mal! Don De Loach USA





F1G State Champs

Coominya 26 June 2016

CD Dale Jones
Report and photos by John Lewis



F1G State Champs Results

1. Ben Lewis	120	120	120	120	120	600	204
2. William Jones	120	120	120	120	120	600	11
3. John Lewis	120	120	120	115	120	595	
4. Brian Taylor	85	120	120	120	120	565	
5. Graham Maynard	118	66	120	120	99	523	
6. Mark Armour	76	120	120	103	100	519	
7. Des Slattery	70	70	109	72	86	407	
8. Van Richard-Smith	44	36	28	42	53	203	
9. Dale Jones	100	-	-	-	-	100	
10. Albert Fathers	82	-	-	-	-	82	

After a few weeks of wind and rain the forecast for Sunday 26 was looking great with 1 m/s winds and no rain. Although cold and overcast all day it was nevertheless a perfect day for flying F1G. We had 10 flying the State Champ event and another half a dozen flying E36 models with no models flying more than 100 meters away or landing in trees, however, a few had some nervous moments with their models landing close to the cows that came along to watch. Ben managed to catch his model on DT in amongst the cows before it came to grief.

There was plenty of helpful air particularly later in the morning however only 3 could manage to achieve a max on their first flight being John, Ben and William who went on to take the first 3 places. Both Albert and Dale broke their models after their first flight and were unable to continue thus leaving a field of 8. John dropped 5 seconds on his 4th flight after a bad launch catching the tail plane on his jacket and as a result fell out of fly-off contention. After a sub max first flight Brian went on to score 4 successive maxes with a very old model while Graham was close behind except for a poor second flight score. Mark's first flight was disappointing as his large French designed model gained very little altitude on his first flight but regained some of it's potential to score a couple of maxes on subsequent flights.

It was the sort of day that this model could have been hard to beat. Both Des and Van failed to score any maxes between them but appeared to be thoroughly enjoying themselves. It was decided that the competitors in the fly-off would launch together during a calm patch with the last one down to be declared the winner. William launched well as did Ben but unfortunately William's VIT failed to release causing his model to power in after 11 seconds. Ben went on to win with a 3 minute plus score.

It was one of those days that remind us of why we fly free flight watching models clawing their way up in a gentle climb then transition to majestically glide overhead and then land a short distance away.



F1G winners


Mark Armour's large F1G

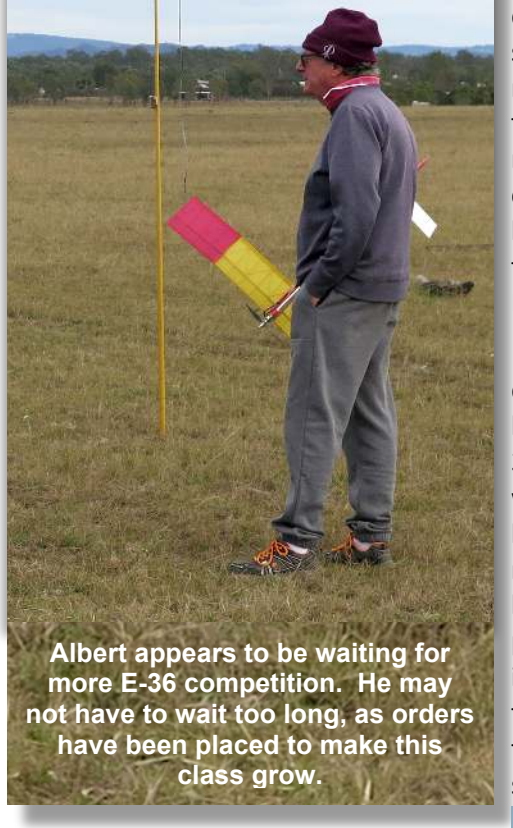

Mark Armour


Van Richards-Smith

E-36 Club Event

Coominya 26 June 2016

CD Dale Jones
Report and photos by John Lewis


Albert appears to be waiting for more E-36 competition. He may not have to wait too long, as orders have been placed to make this class grow.

Flown in conjunction with F1G it was the perfect day for our first E-36 event however after some initial encouraging test flying there were a few crashes that reduced the field down to three. Both Ron and JT had some good initial flights but a simple mistake like not switching on the transmitter to return the rudder to a neutral setting had fatal consequences. Adrian and William had system failure which didn't allow them to get into the air leaving John, Des and Albert to contest the event.

Albert flew well to set the standard dropping only one max. Des flew well but missed his first flight max by only 3 seconds before dropping out of winning contention after sub maxing his second flight. Still his last max meant John would have to fly well to knock him out of second spot. John produced a terrible launch resulting in the model crashing and removing the tail plane mount. Des true to form produced some super glue and soon John was ready to go. Unfortunately John attributed his first flight's demise to the rudder tab being accidentally bumped to the wrong side so adjusting it to the other side resulted in a vertical climb, with the model becoming inverted before rolling and descending vertically into terra firma.

Probably not the best start to E-36 contest flying but strangely there seems to be lots of enthusiasm for the next event with Malcolm making a start on is model, William getting some replacement parts for his plus two kits, and John ordering a couple more kits for himself and Ben.

Certainly the potential is there for a great class and everyone I spoke to was keen to take up the challenge. The draft calendar for next year has two E-36 events listed with the possibility of 2 more days with the All In 2 min class and All In %.

Ed: *This makes Albert Fathers the winner of the very first Australian E-36 competition!*

E-36 Results

Name	Fl.1	Fl.2	Fl.3	Total
Albert Fathers	99	120	120	339
Des Slattery	117	89	120	326
John Lewis	10	-	-	10

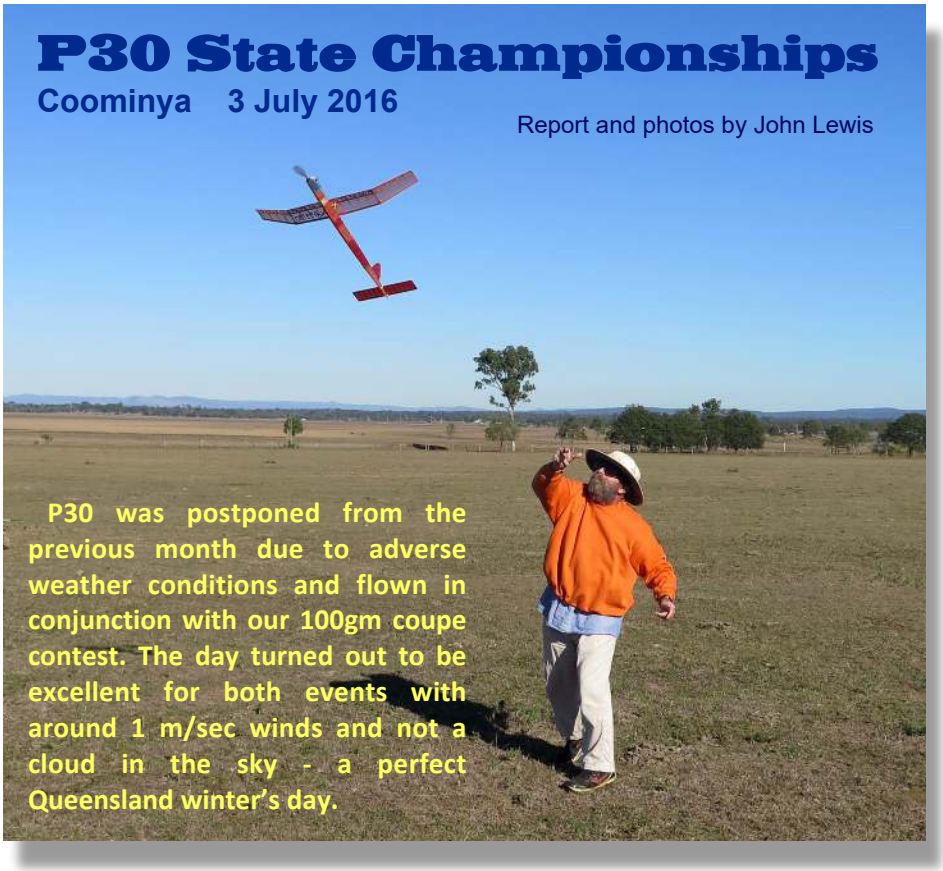
So could this be us in 2017? These are the E36 flyers at Lost Hills in February 2016.



P30 State Championships

Coominya 3 July 2016

Report and photos by John Lewis



P30 was postponed from the previous month due to adverse weather conditions and flown in conjunction with our 100gm coupe contest. The day turned out to be excellent for both events with around 1 m/sec winds and not a cloud in the sky - a perfect Queensland winter's day.

There was little lift apparent for most of the morning with nearly all retrieves less than 50 meters. There were only 5 starters this year in P30 down from previous years. John was away first to score a max and quickly followed up with a second max.

William also started well with 2 maxes while both Mark and Dale were tied after recording 101 seconds for their first flight. Graham flying a new model made just over 90 seconds on his first flight and was unable to find good air for his other flights. Dale unfortunately broke the boom on her model and was unable to continue.

Mark appeared to launch into good air each time but was unable to find helpful air and sub maxed all his flights. John made his 3rd max with William looking good to force a fly off however launching alongside Mark on his third flight he too was down short of a max to place second.

With short retrievals it was an easy morning leaving plenty of time to set up and fly the 100gm coupe models.

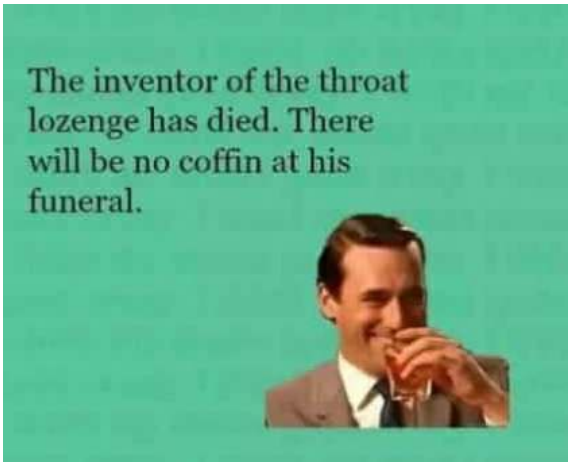
Name	Fl 1	Fl 2	Fl 3	Total
John Lewis	120	120	120	360
William Jones	120	120	101	341
Mark Armour	101	110	91	302
Graham Maynard	94	88	69	251
Dale Jones	101	-	-	101

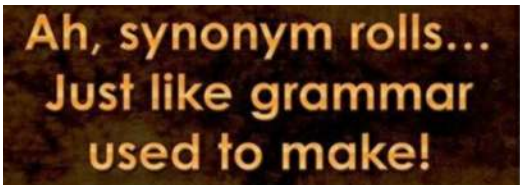


William and Dale, out to play

L O L







100gm Coupe Contest

Coominya 3 July 2016



Report and photos by John Lewis



Mark's big coupe

Disappointingly there were only 3 starters this year. It seems the rules in the latest club rule book indicate the model weight should be 100 gm plus motor (should be 100 gm including rubber) and consequently both William and Dale didn't have models that qualified while Graham thought the 100gm class was on another day. Des was unable to fly in the P30 event after losing his model in last year's event and made most of his coupe flights while the P30's were being flown.

The air was cool and unhelpful earlier in the day resulting in Des being unable to max any of his coupe flights. Mark's first flight was looking OK but his model began stalling after approximately a minute and he was down around 30 seconds later. Mark's next two flights both comfortably maxed. John's first two flights both failed to max but didn't miss badly so a max or near max result on his 3rd flight would give him a win. John's model flew down the field towards the dam before hooking into some helpful air to comfortably max and produce a first place.

A pity there weren't more entries but for those that did attend it was a great day to enjoy flying the light weight rubber classes. Making good use of the perfect conditions after the contest Des produced his RC Junior 60 and provided some more RC training for William to finish off a great day.

Name	Fl 1	Fl 2	Fl 3	Total
John Lewis	111	112	120	343
Mark Armour	90	120	120	330
Des Slattery	61	89	95	245







Scale Rally
Richmond NSW
2 – 3 July 2016



report by Malcolm Campbell
photos by Glenn Crouch and Malcolm

It was a long drive for us from Brisbane but not as long as the trip made by five Kiwis who flew from Auckland New Zealand. The weather remained perfect for Scale flying on Saturday and the Sunday Scramble. This was the first serious Scale event that Kathy or I have attended and it was great to see the detail put into the models. Some were battle scarred indicating a long life on the flying field and many looked surprisingly sturdy

We stayed at the Sebel Hawkesbury Resort in Windsor, less than 10 minutes from the field, and the township was just 5 minutes away. The field is a great asset for the NSWFFS who also use it smaller competitions and on each Friday for trimming.

For us Queenslanders, 1.5 degrees on the field at 7.30 am Saturday was a little chilly but the day did warm up to about 15 degrees. Being a turf farm, the grass was very short and there was a large patch of bare earth, ideal for ROGs. Initial hand launch flights were made from the grass but ROGs were attempted from the dirt patch. Many were unsuccessful, with models ground looping. Those that did ROG greatly improved their chances of placing.

Rubber flyers, with their light and nimble models, were best at ROG with both Phil Warren (Comper Swift) and Don Spray (DH Puss Moth) easily negotiating the smooth dirt runway. Mike Mulholland's beautifully built DH Tiger Moth may not have ROG'ed but the build quality and paintwork easily compensated and he was a clear winner in the Reg Jude Rubber Trophy.

In F4A, Gary Sunderland proved hard to beat with his superb RAF BE 12B although he was seriously challenged for the lead by Kiwi Stan Mauger's Auster C4, also a joy in the sky, who trailed into 2nd place by a mere 0.2 points! Gary was lucky to avoid damage to not one but three of his models when the BE12B ground-looped on one abortive take-off attempt, with one large circuit causing



Mike Mulholland's rubber Tiger Moth



Bob Craine's Kittyhawk P40E



Phil Mitchell's magnificent Sopwith 1½ Strutter



Stan Auger's little rubber Auster C4



Phil Warren's rubber Comper Swift



DH Puss Moth converted from power to rubber


Another shot of Mike Mulholland's Tiger Moth



George Fay's Folkerts SK3

it to trip over a black irrigation pipe and nose over on top of his other two models!

Phil Mitchell had his brand new Southern Cross replica on display but he didn't fly it due to minor damage during Friday testing. His Sopwith 1.5 Strutter was a more than adequate replacement exhibiting wonderful flight manners, the big wheels providing great landings. However, attempts at ROG were not as successful. He still managed 3rd place just six point from the winner. A wheel alignment and/or less power at take-off (he will have controls fitted to vary power) and Phil's model will be hard to beat next year.

Tahn Stowe was very busy with the arduous task of Static Scale judge alongside John Pennells. John Corby and Walter Bolliger were kept busy as Flight judges.

As the points were tallied, it was Australia who had won the David Hope-Cross trophy

F4A

Gary Sunderland	AUS	RAF BE 12 B	1593.5
Stan Mauger	NZ	Auster C4	1593.3
Phil Mitchell	AUS	Sopwith 1½ Strutter	1497.5
Mike Mulholland	NZ	Tiger Moth DA 82A	1407.1
Malcolm Campbell	AUS	Piper J3 Cub	1186.8
Robert Craine	AUS	Curtiss Kittyhawk P40E	1154.2
George Fay	NZ	Max Holste Broussard	1054.6
Mark Godfrey	AUS	SE5	NQF
Ricky Bould	NZ	Auster AOP 9	NQF
Don Spray	AUS	HE 46	NQF

David Hope-Cross Trophy

Australia.....4245.2 New Zealand.....4055.0

RUBBER SCALE Reg Jude Trophy

Mike Mulholland	NZ	Tiger Moth DA 82A	1446.4
Phil Warren	AUS	Comper Swift	1399.7
Don Spray	AUS	DH Puss Moth	1366.6
George Fay	NZ	Folkerts SK3	NQF


F4A winners


Rubber Scale winners


Australia wins David Hope-Cross trophy

from New Zealand. As Ricky Bould said during the presentation, in ten years of coming to Richmond for this event there had been just one day of bad weather, and 2016 marked the best weekend of flying weather he had ever experienced, anywhere.

That evening, the food and company at the Royal Hotel were excellent, with 24 flyers occupying two long tables. Barry Lee ensured the success of the Sunday BBQ by winning a rather large meat raffle.

Sunday started with the Scramble, and it was minus 0.5 degrees. The grass cracked under our feet and the fog had us worried for a while. By modern day standards seven entrants was a good roll-up although another two couldn't get their motors running. The weather was perfect and all opted for 2 minute flights some flying low and others high. There was no drift and my last flight DT'ed and landed right at my fuel bottle, engine still running. It certainly wasn't an energetic Scramble and it was great to see at least 6 models overhead at any time, exhaust trails marking their path. Scramble Master Tahn Stowe won this one, well clear of the other place getters.

General sport flying then took place leading up to trophy presentation and for us the day finished after a very pleasant BBQ lunch. The organisers of the weekend must be very pleased with the result and no one could complain about the field or the flying conditions. Everything was just perfect.


The grass was crunchy underfoot for the Scramble

Richmond Scramble

SCRAMBLE RESULTS

1.	Tahn Stowe	1378
2.	Michael Towell	1286
3.	James Price	1234
4.	Phil Mitchell	1146
5.	Matt Hannaford	1121
6.	Malcolm Campbell	1104
7.	Peter Scott	1017
8.	Bruce Hao	575
9.	Aaron Booth	465


Mike Mulholland watches my Scramble preparations


Scramble winners

F1H State Champs and A1 Club event

Coominya 17 July 2016



Report by John Lewis, extras by Malcolm Campbell
Photos by Malcolm Campbell

Lately it seems we either have too much wind or not enough however, on Sunday 17 July, we had a bit of both. The previous day and night we had constant rain which may have discouraged some from attending however we had 6 starters in F1H. Malcolm and Kathy met Van at the gate and began testing there F1H and A1 models from the middle of the top paddock. There was no discernable wind on the ground.

So the morning presented a challenge for some with virtually no wind making the towing of basic models difficult. Malcolm helped Kathy out with a VIT line from the tow ring, and he just ran harder. Van had a couple of models he hoped to trim before the contest and made a few unsuccessful attempts to tow his models into the air in the totally still conditions. Deciding where to set up the flight line with no apparent wind direction was also difficult until Malcolm suggested setting up in the bottom left corner of the paddock, as the wind was predicted to come from there. It did eventually, it was just a couple of hours late. F1H was flown as five flights.

Ben was away first and circled for an extended period of time before launching into neutral air to record a max. John circled for a short spell and got away with a good launch and also maxed. Straight towing was difficult so Kathy and Malcolm both did their best in conditions because the light breeze, when it was there, was coming from varying directions.

As the morning wore on there was an occasional bit of light wind that lasted for a minute or so but for the first couple of hours it was overcast and still with little or no lift available. Mark attempted to circle tow but the lack of wind resulted in him attempting to land the model for a second attempt when the tow line caught around his leg dragging the model in heavily breaking the boom. Mark's reserve model suffered a tail plane mount mishap leading to his withdrawal from the contest. He spent the day helping out, launching and timing for Van.

Malcolm snagged some useful air with his second flight to max, whereas Kathy went backwards before getting a max that took her outside the field boundary. Ben made 3 maxes in virtually still conditions and was well ahead with John dropping his next two flights. By the time most had recorded their 3rd score John, Malcolm and Kathy had only one max each and Van had none.

Later in the morning the wind came in all of a sudden at around 3 m/sec and increased then on, approaching the field limit. Launch strategy for the balsa straight towers was to try to avoid the stands of trees and mostly they went either side. One of Malcolm's flights, although only recording 81 seconds, flew to the gate in that time. Ben got away for another max as did John with models now flying north-west and landing close to or just in the neighbouring property. It was a day for rigid carbon



Lewis launch techniques ….



Ben on left, John above


Mark Armour launches for Van Richards-Smith

models as the older style models struggled to hold their flight pattern.

With 4 maxes up Ben looked to have the event in the bag as he towed up on his 5th flight only to have his model go out of control in the turbulent conditions. Ben's model did a complete left hand circle on the tow and when launched bunted toward the ground before pulling out at half towline height and finally landed in a tree. Malcolm went up soon after and his model quickly pulled hard right to come off quite low. Ben's misfortune presented an opportunity for John who needed around 90 seconds to win. John got good height on his launch but the model was turning tight losing a lot of height before it settled into a reasonable glide to make the required time.

Van alternated with two models and had been making reasonable times generally improving throughout the day. He finished with a huge max that flew most of the way across the dried up lake to take 3rd spot. Both Malcolm and Kathy had a sprinkling of good flights but we're hampered by the conditions. Kathy's last flight was cut short after her model struck a high tree removing the fin and stab mounts. Luckily the model came down straight after impact as all rearward protuberances had been sheared off. This was fortunate for Kathy as there was no way it could have been retrieved from that height.

A1 Comp: Malcolm made his three A1 flights, strategically completing them in conjunction with his F1H flights. His first flight with the Aiglet fell out of the sky but the second would have maxed but DT'ed a few seconds early. The final flight got away in very good lift to DT high over the dry lake for a long retrieve. His final score presented a reasonable chase. Kathy's model was damaged in her final F1H flight so she was unable to fly the A1 event as planned. By the time John was ready to fly the wind direction was shifting towards the neighbouring property and although he got away in a nice piece of lift he RDT'ed early, landing over the fence. As a result he decided not to continue with his remaining flights.

The last two contest days provided calm weather all day making the flying of multiple events easy however on this occasion the A1 event suffered in the early afternoon conditions. Still it was an enjoyable day with everyone helping each other by retrieving other people's models, timing and launching etc.

F1H Results

	Name	Fl.1	Fl. 2	Fl. 3	Fl. 4	Fl.5	Total
1	John Lewis	120	102	105	120	96	543
2	Ben Lewis	120	120	120	120	53	533
3	Van R-Smith	103	54	92	105	120	474
4	Malcolm Campbell	99	120	48	81	75	423
5	Kathy Burford	71	68	120	69	35	363
6	Mark Armour	-	-	-	-	-	-

A1 Results

	Name	F1.1	F1.2	F1.3	Total
1	Malcolm Campbell	61	116	120	297
2	John Lewis	109	-	-	109

Dale's Fun Fly

Coominya 24 July 2016



report and photos Malcolm Campbell

The day started cool and sunny with a light breeze and remained ideal all morning with the temperature cresting at about 22 degrees. 16 people in 10 cars were a good roll-up for a Fun Fly and, as usual, Des was first into the air. Unusual, but we had three Vic Smeed Pushy Cats flying and one double size RC Pushy Cat of George Baynes on display. On the double-size theme Malcolm flew his 30" rubber Fike a couple of times. It really is an ugly plane although probably prettier than Georges big Pushy Cat.

Albert Fathers put up a refurbished F1H that showed promise and continued to work on his F1A hook release. Adrian looked on and waited for morning tea. John Lewis tested Ben's refurbished F1A resplendent in orange and green trim and later successfully tested his repaired E36. John also had a great deal of fun with his RC electric KK Scorpion. Malcolm also towed up his old Pink Elephant and Aiglet gliders for a few flights each.

Des Slattery brought a Caddy load of models to fly with his son Peter and flew all bar one in a great display of stamina – he never stopped all morning. Graham Maynard had four models assembled, but only flew his Pushy Cat and Tomboy. William busied himself flying a coupe and a P30 and Darren Jones tested an old Asteroid A1 and ran up a few power model engines.

Far far away Ron Munden played with his F1C and put up a few short flights. That "one last flight" managed to remove his port wingtip. At the far end of the flight line, Larry Brownlow flew a number of RC sports models, ranging from a foam P51 Mustang through to a large 2.5 m electric glider, as well as a few high wing sports models. He looked to be enjoying himself. Des and Peter also flew RC, Peter with electric models and Des with his trusty Black Magic and another large high wing model. His star student William completed a



Des Slattery



Kathy Burford launches for Albert Fathers



William Jones



Malcolm Campbell

full flight from take-off to dead stick landing.

George Baynes also flew several electric and glow models and was seen giving Sandra some CLG lessons. Kathy Burford was in demand, launching just about all towline glider flights put in on the day.

At about 11 am, the call went out for morning tea and we all grouped in and around the shade tent to devour all the goodies that Dale had brought along. Flying continued in perfect weather although by then it was mainly sport RC models in the air. Kathy and I departed about 12.30 pm and there were still five cars remaining.


Peter Slattery


Des's Pushy Cat


Des Slattery


George Baynes acquaints Sandra with CLG


Graham Maynard


William admires Malcolm's giant Fike


William launches slim P30


Malcolm launches fat Fike



Des launches for Albert


Kathy launches for Albert



Fikes are Fabulous and Fat



Ron Munden with his 70s style F1C

TEA BREAK! Thanks Dale.





The Hungry Hoardes moved in quickly







Some of Des's models. The Caddy has a large storage hold.

The Dark Side had a small following



Peter, Des and Darren with William in control



Darren launches for William



John's new electric R/C sporty



The Keil Kraft Scorpion looked good in the air



We even had an audience



Ron Munden's models

Club member Ron Munden said in his letter to me, "*I was messing about with not a lot to do so I thought of assembling some of my bigger sports models. Sheila then suggested some photos should be taken*".

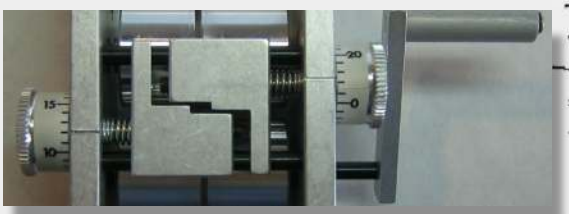
So with photos and a narrative, it has made a suitable article for the September Digest. Thank you Ron for the input.

(**Ed**: *Your eyes aren't deceiving you. Ron sent me two photos but they were not entirely suitable for stitching together. So don't look too closely at the photo!*)

From left to right, back row The Big Ones –
Starduster 900, OS 46 FSR using throttle as shut-off
Buzzard Bombshell, Enya 29 using throttle as shut-off
Black Magic, DC Rapier 2.5 cc diesel
Cumulus (ex Adrian Bryant and Gordon Burford), Taipan Tyro 1.8 cc diesel. 2 channel radio

From left to right, front row The Little Ones –
Sparky E-36
Beechcraft Staggerwing Aero modeller plan
Puss Moth peanut scale
Cessna Bird Dog
Frog Red Wing and un-named biplane

WANTED



Rubber stripper for Indoor

Malcolm Campbell
07 3278 7164 or 0417 774 826

actrain@ozemail.com.au



Combined Percentage

Coominya 7 August 2016

Report and photos by Malcolm Campbell



Coominya put on a great morning for us for the Combined Percentage competition. Down on numbers with holidays and sickness, we still managed to have 6 flying. Kathy and Malcolm flew gliders. William, Dale and Ron flew rubber and Des was the solitary power flyer. Not much exercise though, with most flights landing less than 100 m away. William and Malcolm had the only two decent walks!

William finishes his winning flight

There was negligible breeze for the early flights and that suited Dale who flew a Bob White designed twin fin F1G. Ron had a new S & T balsa coupe and he used the event to trim it. Des flew early, recording good flights with his little 049 powered Limey. The wind changed around all day and it wasn't until 11 am that any decent breeze came though. We stayed in the middle of the top paddock all morning so what breeze came through was very manageable; it's just that it didn't bring much lift.

Malcolm persisted with trimming his cranky Aiglet for a couple of hours and then put it away and timed for Kathy who towed up her Andy Crisp designed F1Havanana. She managed some reasonable flights. All in all, the day didn't yield many good flights although William launched into some pretty good lift for an easy max with his first F1G flight. He flew a very slick Bukin design.

Malcolm came out later with his Lil Hinney and scored some great lift for a "height of the day" max. He then carelessly threw away his next two flights! In his defence, he was nursing a leg injury that impaired his running. William barely scraped in a max with his second flight and then flew conservatively in his final flight to win the day.

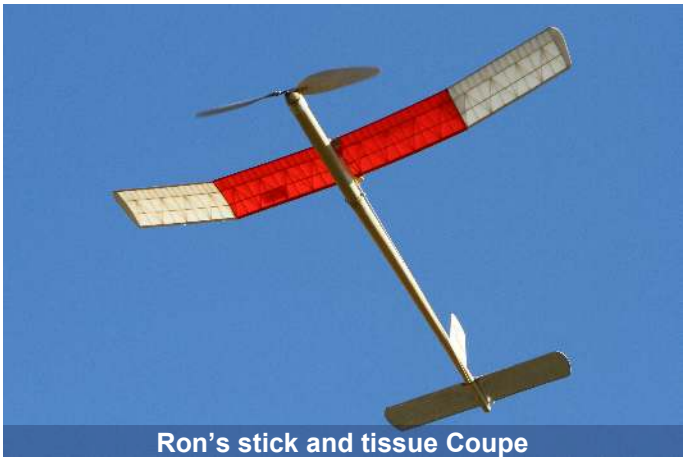
After the event, William flew the late Col Somers' Clot with a Frog 150, Malcolm dragged the Aiglet back into the sky a few more times and Des hand-glided his fully refurbished CNC Matrix F1J. We also chatted in the sun (as modellers do) to wind up a very lay-back morning in perfect weather.

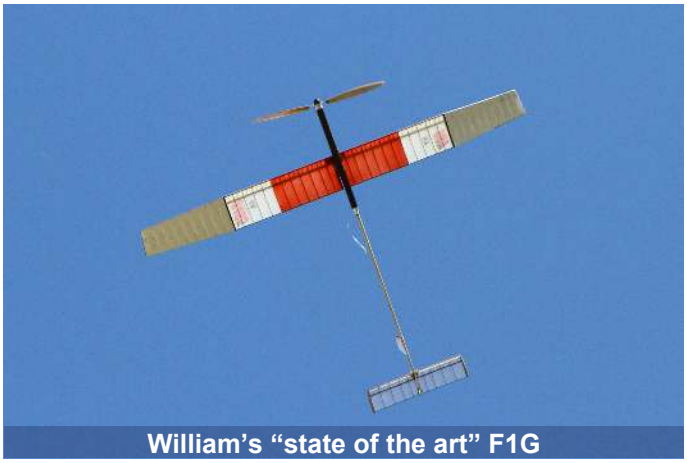


Des's Limey



Dale launches her Bob White F1G as William times


Ron's stick and tissue Coupe


William's "state of the art" F1G

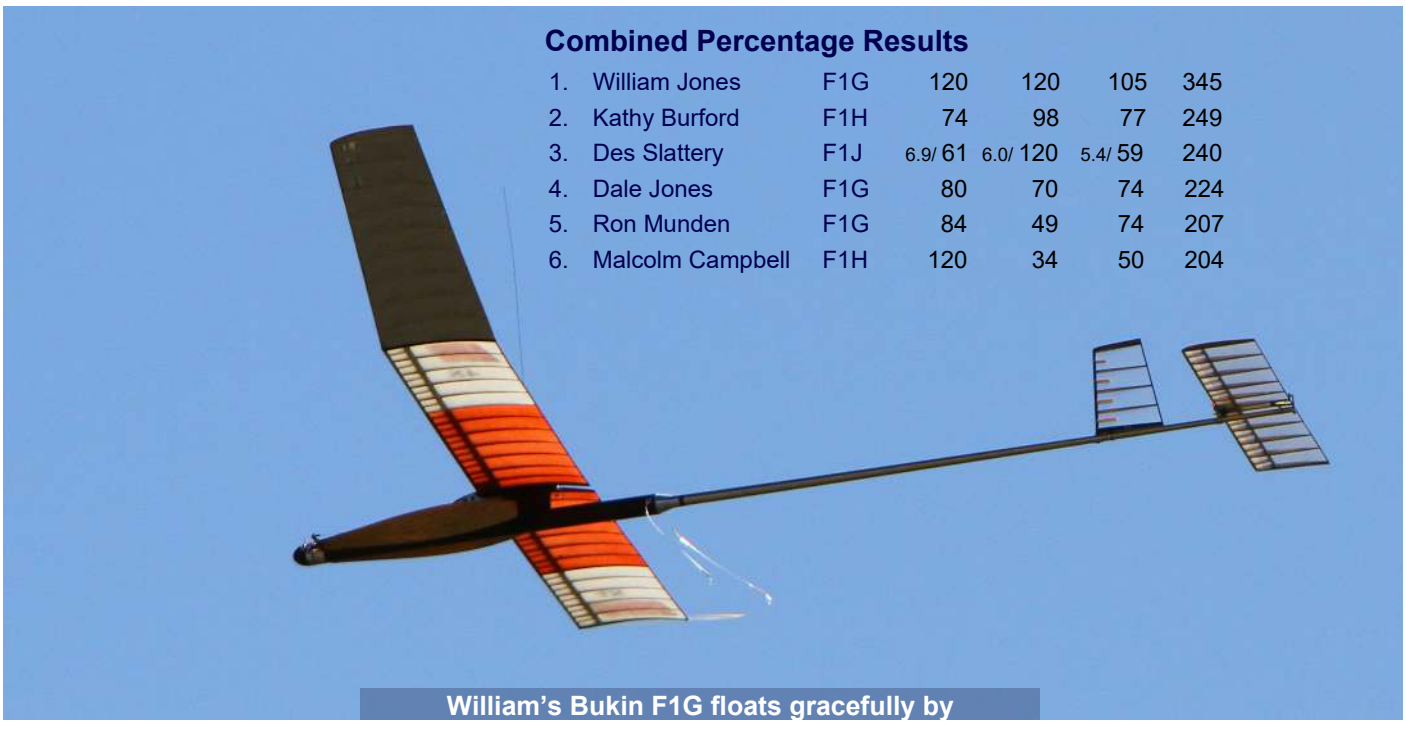

Des's F1J was incontinent so he retired it


William tests his Frog 150 powered Clot


We always attract a good crowd at Coominya

Combined Percentage Results

1.	William Jones	F1G	120	120	105	345
2.	Kathy Burford	F1H	74	98	77	249
3.	Des Slattery	F1J	6.9/ 61	6.0/ 120	5.4/ 59	240
4.	Dale Jones	F1G	80	70	74	224
5.	Ron Munden	F1G	84	49	74	207
6.	Malcolm Campbell	F1H	120	34	50	204


William's Bukin F1G floats gracefully by

Combined Vintage

21 August Coominya

Report and photos Malcolm Campbell



The day was perfect for the Combined Vintage event, although it was more perfect for those who didn't have to tow. Seven entries were distributed with 2 in Power, 3 in Rubber and 2 in Glider. What winds we had were light and fickle, moving through 360 degrees all morning. It was hard for anyone with a 100 metre line. We flew from the one flight line all morning, down in the bottom paddock alongside the empty lagoon.

Albert Fathers winning model



Mark Armour's Floater



Graham Maynard's impressive Eliminator

Des Slattery had the usual boot full of models and was keen to get started. His 3 flights were over in quick time, not unlike his engine runs. They were way too short and his Stomper failed to max the way it normally does. Not to worry, Des had more to play with. Albert Fathers conserved his rubber by winding to about 70% torque but he still maxed his first flight recording a marginal 3 m 2 s. He didn't get much assistance with his second flight either, to be down 35 secs short. The consolation was he didn't have to walk far. In fact no one had to all morning (accept for Kathy's retriever). Albert didn't muck around with his third flight, the 2 minute engine run and thermal taking him up very high for an easy max.

Malcolm Campbell trotted out his little Aiglet, a model that had been misbehaving for some time. During the week he had consulted the plans and made several significant adjustments that transformed the model. A couple of test flights confirmed that, but his model was down in 28 seconds on its first timed flight. He'd been nursing a hamstring injury for several weeks and it kicked in at less than half line height. So he waited for wind in the second flight walking the model up to easily record a 3 minute flight. Sadly there was no breeze around for his third flight and he painfully dropped it off the line for another woeful score.

Albert had turned his attention to Adrian Bryant who had an ex-Keith Murray Korda Thermistor that had a wonderful glide but a mischievous power pattern. His first launch was busy with Des ensuring he didn't fall over and Albert making sure that everything had been set and turned on and that he was pointing in the right direction! Adrian only got over 2 minutes so his team made a few changes. His second flight was glorious – a good power climb and transition and a floater of a glide. It DT'ed after 3 minutes just a 30 metre walk from where it had been launched. Adrian smiled.

Mark also had a floater, a 1939 Fullarton Floater, and this had been very successful for him in past competitions. Unfortunately, while he improved each flight and his final flight was 173 secs, he was off the pace on what could have been a winning model. His son Max tested his little Delta Dart with more rubber than in previous outings soon realising that torque does some funny things, but he was kept amused by its wild manoeuvres.

Graham Maynard tried two models, a Zoot Suit and an Eliminator, settling on the Eliminator to put in some promising flights, the last a certain max interrupted by a premature DT. The power run could be lengthened but the climb and glide were great. I'm sure he'll look forward to its next outing. Once Malcolm had hobbled


Albert's Boxall chugs skyward


Des's usually reliable Stomper


Adrian's Korda looked good


It was a team effort in the Bryant camp


Adrian surprised Mark, landing on his roof

off the field, Kathy Burford assembled her Nebula and rolled out the 100 metre line. The winds were unpredictable and she towed up at a time when the wind calmed suddenly with the model coming off at about 40 metres to record a very low score. Her second flight was also in light winds and she was running across a very cow-pocked field causing her to lose forward momentum with the model falling off the line at 10 metres for a 17.3 sec attempt. She made sure the next flight was over decent ground with an adequate breeze to max it. Kathy's third flight was excellent, climbing to much the same height as Albert's Boxall but travelling a lot further away. It landed at 4 m 38 s making for the longest retrieve of the day.

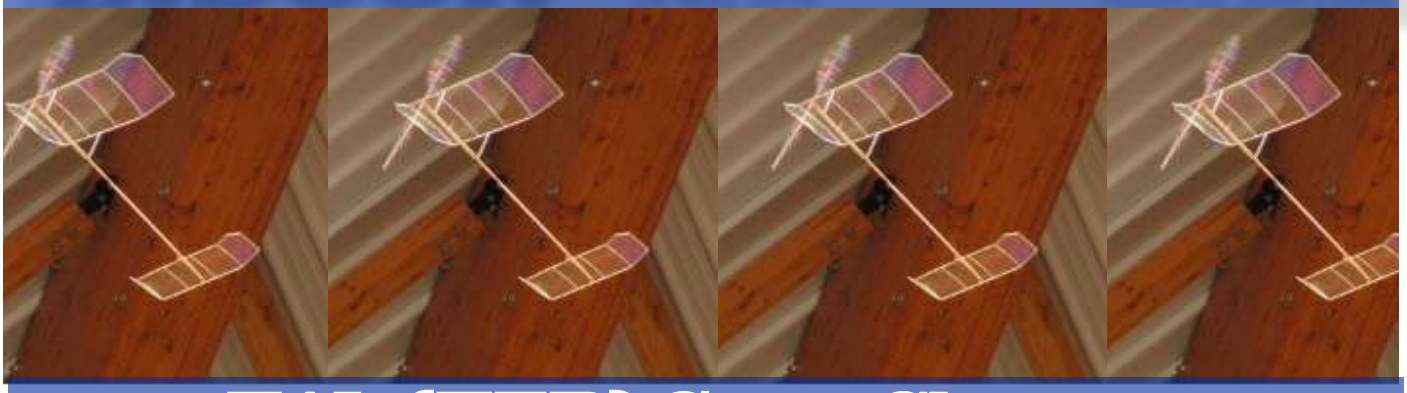
So, it was an excellent day for everyone – all models showed improvement, no one lost a model, only one incurred damage and no fingers were cut. No photos of the glider flyers - sorry.

RESULTS

Entrant	Model	Vintage	Bonus Points	F1	F2	F3	Total
Albert Fathers	Fed Box British Open winner	1956	0	180	145	180	505
Kathy Burford	Nebula	1956	0	68	180	180	428
Mark Armour	Fullarton Floater	1939	34	114	129	180	423
Graham Maynard	Eliminator	1950	12	121	113	141	375
Adrian Bryant	Korda Thermistor	1946	20	149	180	dnf	329
Malcolm Campbell	Aiglet	1956	0	28	180	42	250
Des Slattery	Stomper	1953	6	41	99	89	229

INDOOR

28 May 2016 *report by John Lewis*



F1L (EZB) State Champs

With South East Queensland being affected with strong winds it seemed like Indoor was the only place to go flying. However, what seemed calm inside was not as it seemed with patches of turbulent air clearly affecting the light weight F1L models.

Larry Brownlow had a very light model which appeared to suffer the most. John got away to a good start with a respectable test flight and then followed up with a "living dangerously" first flight which managed to fly between the net cables on a number of occasions and avoid all other potential hang up obstacles to record a time of just over 4 minutes. However, from that point on John managed to hang up trying to replicate his first flight.

Brian also had some difficulties while he experimented to get the right rubber size but managed a couple of flights over 4 minutes to easily win the event. With the sound of rubbish tins being blown over outside it was not surprising some turbulence was creeping inside. Larry potentially had the winning model but perhaps too light for the conditions and was unable to realise the model's potential in the up and down drafts that plagued his flights. With only 3 in the event there was plenty of time for other flying with Larry and John flying some light weight RC while Brian worked on his free flight scale model.

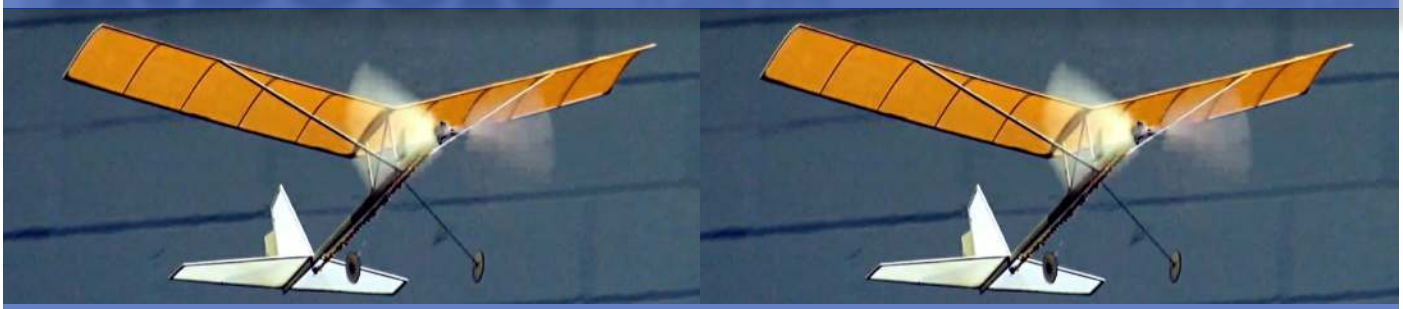
Both Ben and Annika as well as my next door neighbour attended, making it a relaxing pleasant afternoon and the only place to fly on that weekend.

(*F1G was scheduled for the following day but was postponed*).

Name	R1	R2	R3	R4	R5	R6	Best 2
Brian Taylor	3m 0s	**4m 13s**	2m 43s	1m 38s	**4m 16s**		8m 29s
John Lewis	**4m 1s**	1m 55s	1m 43s	1m 03s	**2m 20s**	1m 52s	6m 21s
Larry Brownlow	**1m 40**s	1m 32s	**1m 33s**				3m 13s

INDOOR

11 June 2016 *report by John Lewis*



Hanger Rat State Champs

With conditions remaining poor on the outdoor front (F1G, P30, A1 Sailplane and E36 all needing to be postponed) the Indoor facility was the place to be. Unfortunately the School hall was set up for block exams with tables and chairs covering the floor. This meant the rising off the floor requirement for the Hanger Rat class needed to be waived however the 5 competitors flew on regardless making all their allocated flights.

It turned out to be a good afternoon and a bit of a family day with Craig bringing his 90 yr old father and my neighbour bringing one of his son's along for a look. Ben and Annika flew other models and helped out with

time keeping etc. One wouldn't expect a couple of feet of reduced airspace (tables and chairs) would make much difference but times seemed to be down a fair amount this year.

Van arrived a bit late and impressed the spectators with his fast climbing model that survived most of the obstacles in came in contact with. Although making some impressive flights Van was unable to threaten the place getters. Larry Brownlow had a new model that after little trimming flew well but fell one second short of John's combined score. Larry had a few anxious moments when his model settled into a wire box that holds and protects the projector. Fortunately John was able to recover the model with no damage standing on one of the tables and manoeuvring his 10 meter extendable pole.

John had ran out of the appropriate size rubber, had the handle break off his winder, broke various parts of his model throughout the afternoon and got hung up on a few occasions. In short, it was one of the days where everything seemed to be going wrong. Craig's model flew well and looked a good chance until his last flight. Brian on the other hand kept his best flight till last to win this year's event. All in all it was a fun afternoon of flying.

Name	R1	R2	R3	R4	R5	R6	Best of Two
Brian Taylor	87	132	**136**	91	130	**169**	305
Craig Byrne	89	3	106	**131**	**117**	111	248
John Lewis	40	79	**108**	55	107	**108**	216
Larry Brownlow	70	**115**	31	**100**	59	41	215
Van Richard-Smith	86	**93**	**106**	89	34	15	199

INDOOR

9 July 2016 *report by John Lewis*



P18 State Champs (BFFS sponsored)

Arriving at the school I was surprised to find key pads had been installed on the carpark gates as well as the usual pad lock. We were able to gain access to the school grounds via the corner gate and also the hall but parking was somewhat difficult. I managed to find a spot on the road and provide two parking places after opening the gates to the carpark across the road just in front of the boom gates. Consequently there was only John, Brian, Ben and Annika present so hopefully no one else drove away thinking it wasn't on because the gates were closed. Hopefully I will be able to find the code to access the usual carpark for our next event in August.

Both John and Ben had made a new P18 models while Annika flew one of Ben's old models from our Nudgee flying days. Brian as usual flew his normal ageing twin fin model.

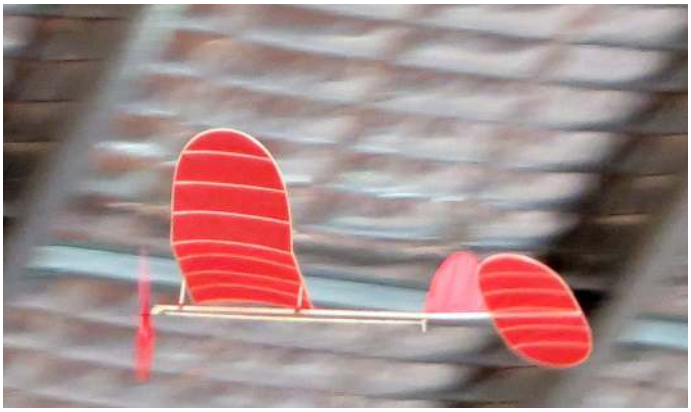
John top scored the first flight while Ben and Annika tied in second spot leaving Brian in last spot. Brian quickly recovered to post a few high scoring flights to easily win the event.

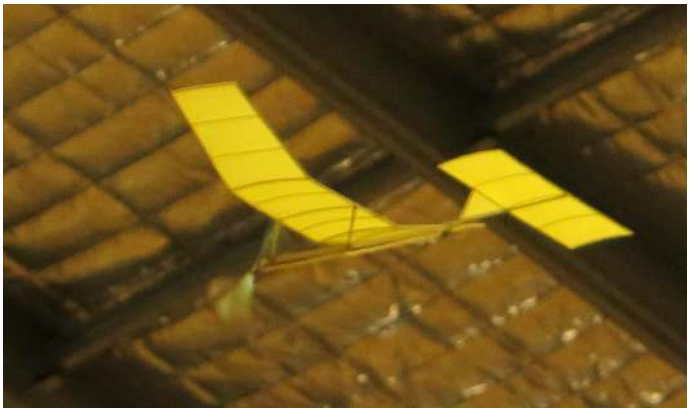
John's scores improved slightly but never threatened Brian. That left Ben and his daughter to fight it out for third spot. Ben tried for minimal incidence to keep his model away from the rafters with the result he had a couple of short flights with the model tracking down with the initial power burst. Ben adjusted the incidence and tried thinner rubber for his last flight but failed to gain sufficient altitude. Annika flirted with the rafters and got away with some lucky bounces to take third spot.

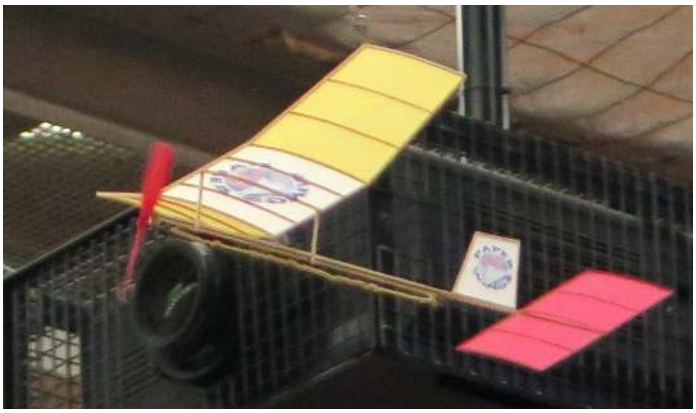
Apart from the inconvenience of carrying our gear from across the road it was a very enjoyable flying afternoon.



Name	F1	F2	F3	F4	F5	F6	Total
Brian Taylor	71	149	**157**	**163**	79	137	320
John Lewis	113	129	127	**131**	**129**	121	260
Annika Lewis	92	38	107	**110**	**110**	79	220
Ben Lewis	92	39	**108**	4	14	**94**	202









If you had to choose between drinking wine every day or being skinny the rest of your life, which would you choose... red wine or white wine?





INDOOR

28 August 2016 *report by John Lewis*



Peanut Scale State Champs

CD and Scale Judge John Taylor ***Report and photos by John Lewis***

Our last Indoor day for the year was a case of saving the best for last with a good attendance, some great flying and a great diversity of model designs. Years ago Peanut scale was dominated with Fikes or Laceys but this year designs included an ultralight, a bi-plane and a low wing aircraft as well as the more usual high wing designs. In the main there were good flight times with models flying very stable flight paths often producing gentle landings.

Brian this year decided to fly his low wing Volksplane that has always placed well in static but has never scored quite enough flying points to win. This year his last flight of 53 seconds added to his 20 ROG bonus points got him the gold. John flew his ageing Fike which would as always be down at the bottom in static points and would require in excess of 60 seconds of flight time looked to be seriously underpowered for the first four flights and therefore no threat. A new thicker piece of rubber produced a 64 second 5th flight score + bonus points. John therefore went for more winds on his last flight, hit some rafters and continued to circle near the back wall eventually landing for a score of 67 just short of Brian's combined score. Larry Brownlow's beautiful Waco flew well and scored well in static but lost height quickly near the end of his flights to end up less than one point behind John in 3rd spot.

Van had built a new Fike for the contest but was unable to get this model fully trimmed and resorted to his old Lacey for his official flights. As is often the case his test flights looked impressive but the official flights were a mixed bag. Clearly Van's model had potential to record a good time but luck (or the force) was not with Van on the day leaving him in 4th spot. Like Van, Ben had built a new model that was untrimmed and although Ben scored the highest static points he was seriously outclassed in terms of flying points and ended up in 5th spot. Ben's daughter Annika flew a Piper cub but like Van and Ben had a bad day in terms of hitting obstacles eventually damaging the model with half of her flights completed placing her in 6th spot.

Apart from the peanut competition, Brian, Ben and Annika flew larger scale models during the afternoon. Ben and Annika also flew a small electric motor glider powered by a capacitor as well as a couple old basic very old hand launch gliders Ben built when he was a young teenager 25 years ago. A big thank you goes to John Taylor for once again coming along just to help out with timing, judging etc.

Apart from the flying it was another great relaxed afternoon with plenty of flying action and a range of conversations.

John Lewis

Name	Aircraft	Static	Flying	ROG Bonus	1/3 Flying /Bonus	Total
1. Brian Taylor	Evan's Volksplane	33.0	53	20	24.30	57.30
2. John Lewis	Fike	27.0	67	20	29.00	56.00
3. Larry Brownlow	Waco SRE	34.5	42	20	20.60	55.16
4. Van Richard-Smith	Lacey	30.5	32	20	17.30	47.83
5. Ben Lewis	Fighter Ultralight	35.5	12	20	10.66	46.16
6. Annika Lewis	Piper Cub J3	26.0	30	20	16.66	42.66



Ben Lewis's Fighter Ultralight



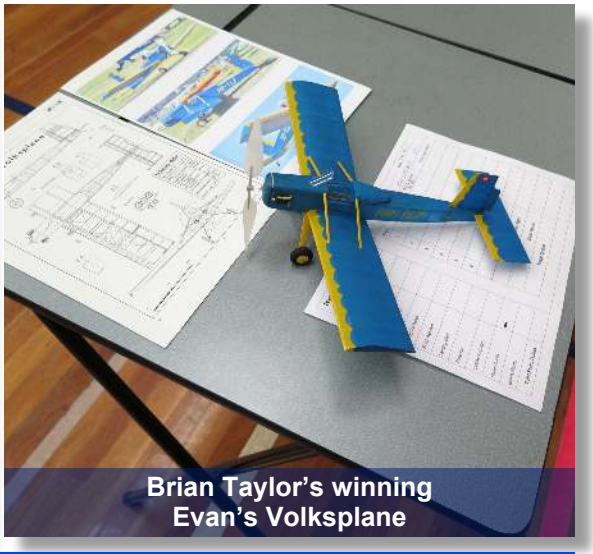
Larry Brownlow's Waco SRE



Van Richards-Smith's Fike



PEANUT SCALE WINNERS FOR 2016
2. John Lewis 1. Brian Taylor 3. Larry Brownlow



Brian Taylor's winning Evan's Volksplane

CONSTRUCTION CORNER



Fighter Ultralight - An adventure in scale modelling

Report and photos by Ben Lewis

After the last indoor flying session I realised I had about 6 weeks till the Peanut Scale contest - enough time I thought to build a new Peanut model, rather than flying my trusty old Piper J3 Cub (which is about 30 years old now). Annika wanted to fly Peanut this year also so I decided she could fly the Piper and I would build something new to fly.

I had an idea about a model I wanted to build, which should debut next year - but is top secret so I won't reveal anything further on that just yet :)

The model I really wanted to build I determined may well take me more than the 6 weeks available, so I decided to build something simpler that would allow me to try out some ideas and techniques that I had dreamed up and see how they worked (and therefore if they could be used as intended on the future project).

As a result I settled on the *Fighter Ultralight* - a home built aircraft with a tricycle undercarriage. I had long admired Brian's little ultralight and so wanted to do something similar.

Being an ultralight it has a short fuse and moment arm so I worked to the 9 inch maximum fuselage rule, to maximise the length of motor I could get, as well as giving me as much wing area as possible (thinking that this would help offset the inevitable weight issues I would face)

I reviewed the MAAA Peanut Scale Rules and identified the scale points that could be achieved if I built to "full scale" (accurate number of ribs, flying surface sizing, moment length, operational rudder / elevator / ailerons etc) and so set about chasing maximum scale points.

I found a fully detailed instruction manual of how to build the aircraft, which was a double edged sword, as it gave me heaps of detail, but at the same time would reveal any detail left off… hence the end result is quite "scale" and detailed, but as a result, heavy...

Firstly for the fuselage pod I shaped a coolite blank, covered it in tissue, then carbon cloth, then "dug out" the coolite male mould section - (came out pretty easily and clean). The fuselage proper is carbon rod - I tried a balsa tube, but couldn't produce something I was happy with, then a solid balsa rod, which felt about the same weight as the carbon tube but less rigid, so ultimately I went with the carbon tube. These are connected by 1/16 inch OD alloy tubes with 0.8mm carbon rod connectors - and yes, all this carbon / alloy makes it a little bit heavy... The main base tube for the fuselage pod is 3/32 alloy, with wire undercarriage.

The detailing to the fuselage is largely carbon / alloy, however the seat is made from balsa, and the fuel tank from coolite. The windscreen is a bit of packaging formed to the requisite curve with a heat gun around a mandrill. The scale propeller is a bit of Western Red Cedar made from an offcut of a timber blind.



The fuse is a coolite blank, covered it in tissue, then carbon cloth, then "dug out"



The fuselage proper is carbon rod connected by 1/16 inch OD alloy tubes with 0.8mm carbon rod



The covering is waterslide transfer material, removed from the paper backing in a water bath



Ultimately the model was built more for the scale side, this compromised the flying performance

The main "new" technique I used was the covering material for the flying surfaces. The covering is waterslide transfer material, removed from the paper backing in a water bath, left to dry, then attached to the frame with a water based contact adhesive. The contact adhesive allows a bit of time to stretch out the covering and get it relatively smooth. Once the adhesive is dry you can tension up the covering through the application of heat (I used a fan heater) but unlike normal plastic films, with this material the application of heat causes the covering to sag and expand, and only when taken away from the heat under cooling does it then tension back up. It is a surprisingly workable material, and appears to be pretty light and gives a nice solid colour (white) to the flying surfaces. It is printable also, however complex designs are best done as clear waterslide transfers to be applied over the top, as there is a certain amount of stretch and distortion in getting the covering to tension up in the first instance.

Ultimately the model was built more for the scale side than the flying side – but I went too far and compromised the flying performance as a result of too much weight (about 17 grams flying weight).

I think that to be competitive I would essentially need to halve the weight – and there are many fronts where this sort of saving could be pursued – however I probably will retire the *Fighter* to static shelf duty (sit there and look pretty) and look to build another new Peanut Scale model for next year. I have learnt some lessons from this exercise however that hopefully means I can build something of high scale quality but with improved flying performance next time around.

Ben Lewis





40th Australian Free Flight Society Championships & Dave Anderson Memorial Narrandera 2017

Dave Anderson Memorial (DAM) (World Cup Event)

Thursday 04 May	F1A# & F1C #	5 x 1 hour rounds	0800 - 1300
Friday 05 May	F1A & F1C Fly-offs from Thursday		0700 - 0730
	F1B #	5 x 1 hour rounds	0800 – 1300

AFFS Championships 2017 (World Cup Event)





Saturday 06 May	DAM F1B Fly-off from Friday		0700 – 0730
	Start AFFS		
	Combined % open	3 flights	0730 - 1200
	F1G*	5 x 1 hour rounds*	0800 - 1300
	F1H*	5 x 1 hour rounds*	0800 - 1300
	F1J*	5 x 1 hour rounds*	0800 - 1300
	Evening AFFS AGM	(Narrandera Club)	1930
Sunday 07 May	Rest Day/Reserve Weather Day (No Flyoffs)		
Monday 08 May	% Open Fly off from Saturday		0700 - 0710
	F1A #	5 x 1 hour rounds	0800 - 1300
	F1C #	5 x 1 hour rounds	0800 - 1300
	P30	3 flights, 120s max	0800 - 1300
	Open Rubber (P.Twiss Memorial)	3 flights	0800 - 1300
Tuesday 09 May	F1A, F1C, P30 Fly off from Monday		0700 - 0730
	F1B #	5 x 1 hour rounds	0800 - 1300
	Open Power	3 flights	0800 - 1300
	Combined/HLG/CLG/TLG		0800 - 1200
Wednesday 10 May	Fly offs from Monday: Open Rubber		0700 - 0730
	Fly offs from Tuesday F1B & Open Power		0700 - 0730
	Combined Vintage	3 flights	0730 - 1200
	Scramble		0830 - 0930
Wednesday 10 May	Evening. Presentation Dinner for AFFS & DAM		1900 for 1930
	Venue: Morundah Hotel Bus from Narrandera provided.		

BFFS Spy









Ugly Stick?



DT'ed early? Seen near Coominya

Upset tummy?





It's not very pretty Des



Max's hypo Dart



One of the locals





BRISBANE FREE FLIGHT SOCIETY

MONTH	DATE	START	EVENT	LOCATION
January	Sat 30th	*12pm - 4pm*	Club meeting plus "show and tell"	John's place
March	Sun 6th	*3pm - 6pm*	**Indoor** Delta Dart Club Event	BSHS
	Sun13th	*7am - 2pm*	2 Minute class models (all in 3 flights)	Coominya
	Sun 20th	*7am - 2pm*	Dale's Fun Day (P20, Sport and limited RC)	Coominya
April	Sat 2nd	*7am - 12pm*	F1C (2014 rules – 5 flights) State Champs	Dalby
		1pm - 4pm	Open Power (3 flights) State Champs	
	Sun 3rd	*7am - 12pm*	F1J (5 flights) State Champs	Dalby
	Fri 8th – Thu 14th		Dave Anderson Memorial and AFFS Champs	Narrandera
	Sat 16th – Sun 17th		Southern Cross Cup	West Wyalong
	Sun 24th	*3pm - 6pm*	**Indoor** HLG/Catapult State Champs	BSHS
May	Sun 1st	*7am - 2pm*	Scale, HLG and CLG State Champs	Coominya
	Sat 14th	*7am - 12pm*	F1A State Champs (5 rounds)	Dalby
	Sun 15th	*7am - 12pm*	F1B State Champs (5 rounds)	Dalby
	Sat 28th	*3pm - 6pm*	**Indoor** F1L (EZB) State Champs	BSHS
	~~Sun 29th~~	~~*7am - 2pm*~~	~~F1G (5 flights) State Champs~~	~~Coominya~~
June	~~Sun 5th~~	~~*8am - 2pm*~~	~~P30 State Champs (3 flights)~~	~~Coominya~~
	Sat 11th	*3pm - 6pm*	**Indoor** Hanger Rat State Champs	BSHS
	Sun 19th	*8am - 2pm*	A1 Sailplane and E36 (both 3 flights)	Coominya
	Sat 25th	*12 - 4pm*	AGM plus "Show and Tell"	John's place
	Sun 26th	*8am - 2pm*	F1G (5 flights) State Champs	Coominya
July	Sun 3rd	*8am - 2pm*	100gm Coupe+P30 State Champs (3 flights)	Coominya
	Sat 9th	*3pm - 6pm*	**Indoor** P18 (club sponsored) State Champs	BSHS
	Sun 17th	*8am - 2pm*	F1H State Champs (5 flights)	Coominya
	Sun 24th	*8am - 2pm*	Dale's Fun Day (P20, Sport and limited RC)	Coominya
August	Sun 7th	*8am - 2pm*	Combined % (3 flights)	Coominya
	Sun 21st	*8am - 2pm*	Col's Comb Vintage (3 flights)	Coominya
	Sun 28th	*3pm - 6pm*	**Indoor** Peanut Scale State Champs	BSHS
September	Sun 11th	*8am - 2pm*	Frog, KKK and Vic Smeed Rally (each 3 flights)	Coominya
	Thu 15th	*7am - 12pm*	F1A & F1C Team Selection Trial (5 rounds)	Dalby
	Fri 16th	*7am - 12pm*	F1B Team Selection Trial (5 rounds)	Dalby
	Sat 17th	*7am - 9am*	LSq/100 (3 flights)	Dalby
		9am - 1pm	Open Rubber (3 flights)	
	Sun 18th	*7am - 12pm*	No Frills Wakefield (5 flights)	Dalby
October	Sun 9th	*7am - 2pm*	BFFS Mini Power and E36 (both 3 flights)	Coominya
	Sun 23rd	*7am - 2pm*	Dale's Fun Day (P20, Sport and limited RC)	Coominya
November	Sun 6th	*7am - 2pm*	QDP (3 flights) + ½ hour Walking Scramble	Coominya
	Sun 13th	*7am - 2pm*	General Flying and Reserve day	Coominya
	Sat 19th	*12noon-4pm*	BFFS Xmas Party	Bremer Waters

CONTACTS:

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2016 FREE FLIGHT CALENDAR Ver 4