The magazine for all those who love Free Flight

The BFFS DIGEST

December 2016



In this issue:

* *Australia's richest rubber events*
* *Open Rubber State Champs*
* *Final 2017 competition results*
* *Trimming a Dixielander*
* *BFFS Christmas Party and awards*
* *2017 Flying Calendar*

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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.

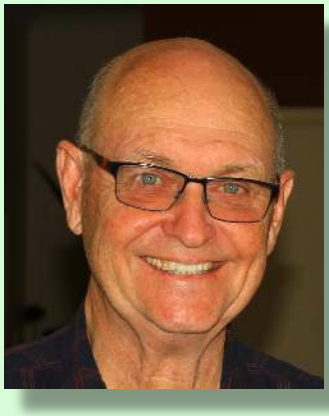
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

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

COVER PAGE:

John Lewis launches his "Fat Boy" in the Allen Thomas-sponsored LSq/100 event. This is Australia's richest free flight event. John's model is a variant of the popular Lim Joon Wakefield model.

PRESIDENT'S REPORT



Recently the weather predictions have been somewhat misleading with calm days predicted only to discover when arriving at the field the wind was such that we left our models in our cars. However, the predicted wind speed on our most recent day that suggested we may as well stay at home actually produced perfect conditions for most of the morning, allowing us to complete the last four postponed contests. So I guess our old decision to make the decision on the field on the day has some merit.

Most importantly we were able to finish the year on a high with a completed program, an enjoyable last day's flying and a very enjoyable Christmas Party. Perhaps we are getting older and more relaxed but I can't remember a better end of the year get together with cool conditions, a fantastic lunch prepared by Dale Jones and her helpers. The decision to use up some left over prizes by distributing them via lucky numbers to the members was well received. There was also a great assortment of chocolates Dale distributed for club event prizes interspersed with the trophy presentation Most club members left carrying an assortment of goodies, a full belly and a smile on their faces as we waved goodbye to our 2016 BFFS year.

Ron Munden won the Xmas hamper and Dale informs me the hamper has been won by a different person each year which is nice. Malcolm Campbell was awarded the Good Guy trophy this year in recognition for his many years of contributing to the club. His fabulous newsletter is not only much appreciated by our club members but also it has a worldwide audience. Of course his secretarial duties that include a variety reminders and letters also helps the efficient running of the club. Like many clubs our numbers are relatively small but the friendship that has grown over the years makes us more like a family than a group of individuals with a common interest.

There seems to be a growing interest in E36 with requests to increase flying opportunities for this class next year. So in the break if you have an E36 kit it might be a good project to build before the start of next year's flying season and bring it along to the show and tell at our first club meeting in January. I look forward to seeing you all in 2017.

Cheers *John Lewis*

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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



One way to get a newsletter out quickly is to stay on top of it. It also helps to have a regular bunch of contributors. I may not have a bunch but I have several I can rely on. But occasionally I also have to be creative. You may see this in the December content. There are a few things left of field that I hope you find interesting.

For years I've been saying "*I must start building again*". And I'm still saying it. I seem to have buried myself in other projects, like newsletters, household chores and travelling. Luckily I have some reasonable models that allow me to be moderately successful. Barry Frederickson says he pays people to do the jobs around the house and he does all his work in his modelling shed. And he sure works in there. I'm relatively tight with my money (you've noticed?), so I try to do most household jobs myself, excluding jobs involving high trestles, ladders, chainsaws and circular saws.

In support of free flight, Kathy and I have driven over 10,000 km in Australia this year and flown to California to enjoy free flight Nirvana there. Sad thing about getting older is you notice things change, and not often for the better. So I'm doing these trips while I can. Next year it involves Lost Hills and Hungary (World Champs). I hope I'm up to it! Actually this year we had a holiday without the flight box, but it did involve model flying, as you'll read in my article on New Zealand.

Now, during the flying recess and the hot summer months, I hope you find time to build and repair a few models ready for next year. And, with Christmas fast approaching I'd like to wish you all a Merry Christmas and a healthy, happy and winning New Year. See you all on the flying fields in 2017.

Cheers, Malcolm Campbell

LETTERS TO THE EDITOR:

Wonderful digest edition! I do a 4-6 page newsletter four times a year. It takes me a day for each one to write articles, format results, and print and mail. How much time do you spend on each issue? I hope your members really enjoy your efforts!
Best regards
Dave Edmonson, Minneapolis Model Aero Club, club founder and active since 1937

A great Digest as usual and of course lots of fine photos
Cheers, *John*

Thank you for your great BFFS Digest. I like your fat Fike and the Piper - I did not know your versatility! Thermals, *Peter Brocks (USA*)

Your club certainly produce a very well done newsletter!
Norm and Merry Smith USA

Very well done, again. Pleased to see you make the front page. Love the comment on my F1J. *Des Slattery*

Hello Malcolm, Thanks for the latest BFFS Digest, excellent as usual.
Warwick Williams

Thank You Malcolm, Once again, a good job ! Cheers *Frederic (FRA)*

Thanks for passing that on Malcolm-a top effort!!! *Mike M*

Good job on the mag,
Howard G.

DALBY WASH-OUT

Team Selection Trials F1A, B & C



Report and photos by Malcolm Campbell

Team Trials: How does it go, "*The best laid plans of mice and men*"? The team trials at Dalby were meant to be a demonstration of the best F1B and F1C flyers in Australia fighting for a team place. Progressive scores to date placed a few competitors in a do or die position. Everyone was looking forward to the challenge.

Kathy and I drove up Wednesday afternoon, Graham was to arrive the next day and Albert and Des planned to do a very early drive up on the F1A day, meaning a 2.30 am wake-up call!

We drove to the field about 4 pm Wednesday to find Ted Burfein and a keen group of NSW F1C flyers chatting under the shade covers. No one had flown when we left at 5 but Ted did put up 2 glider flights. Misty rain had started when we BBQ'ed with the NSW flyers. It rained steadily all night.

We slithered out to the field Thursday for the F1A and C events. The road in was severely affected by treacly black soil and I didn't look forward to the drive back out. The evil black soil had reclaimed what was once an excellent stony road. Terry put up a C test flight about 6.45 am, DTíng at the top. He came back 6 inches taller and quite weary after just 300 metres of walking in the soggy black soil. No one was assembling models. It was soon decided there would be no flying on Thursday. We retreated to our various motel rooms.

It rained on and off all Thursday and became steadier near nightfall. It was decided that we meet in my room at 8 am Friday to consider running all events on Saturday as the rain was said to be clearing Friday afternoon, with a sunny Saturday. However, it rained all night. 15 of the best flyers in Australia unanimously decided at the meeting that the road in and particularly the field would not be suitable for flying on Saturday. Furthermore it was decided that the weekend events of LSq/100, Open Rubber and No Frills Wake would be relocated to Coominya on Saturday as the weather there looked very good. A few phone calls later to affected BFFS flyers and that was all organised. DMAC were very understanding and were fortunately not out of pocket as we kept them very much in the loop each day.

The team trials were postponed until late October and will now be flown at West Wyalong. Mike Pettigrew and the entire NSW contingent departed mid Friday. Six of us stayed back (Malcolm, Kathy, Graham, Richard, Craig and Vin) to enjoy an excellent evening meal at Marys Restaurant in the Commercial Hotel followed by some very exciting League football and AFL in two noisy motel rooms. The Victorians would join us for the rubber events at Coominya, so their trip north was not entirely wasted.

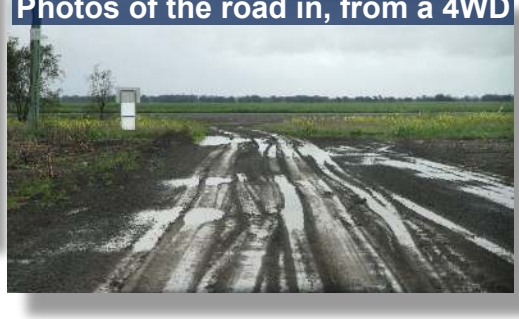


"*Open wide, come inside, it's J School*"

The power boys kept themselves amused indoors as the rains kept falling



Photos of the road in, from a 4WD





So it was onto Coominya with most leaving Dalby early Saturday morning and John, Mark, Des and Albert driving from home. This meant a later than planned start and it was decided to fly all events over the Saturday as more rain was predicted for Sunday.

LSq/100: With a rich purse, this event sponsored by Allen Thomas was naturally hotly contested. John, Des and Albert tried a few spots to set up the flight line before those from Dalby arrived. The winds were light enough and variable in direction so we eventually set up on the bottom paddock overlooking the dry lagoon, and stayed there. Albert set the place early and nearly maxed. John followed but was down in a little over 2 minutes, his heavier " Fat Boy" living up to its name. Des was typically eager, winding on so many turns it was a wonder his model remained straight enough to fly! Sadly, the result was not encouraging with a glide that quickly soaked up all the height from his meteoric climb. So Albert and Des had two flights up quite quickly although Albert was unlucky not to max his second flight, with his model clipping a tree. John's second flight was with the same motor and he failed to gain good height, with another disappointing score. Graham's model executed multiple loops from launch, landing in under a minute. He then discovered a failed solder joint in his front end that shed a propeller pin, so he retired.

John Lewis's "Fat Boy" flew consistently but was just off the pace until he recorded a game changing max in his final flight. Des's final flight found sink to return a disappointing 2 minute time. Malcolm's model needed trimming so he started his flights later, unfortunately launching with only 500 turns on for his first flight as he'd forgotten how many were needed and so recorded a low time. He doubled the torque for the next two flights with a remarkable improvement in times, but it was too late. One max and a near max was not enough to catch up. His final flight was initially mistimed, flying again after breaking a motor. It was probably too much to expect one motor would have lasted for all trimming flights and 3 timed flights!

Albert wanted to improve the glide in his final flight and he achieved his objective by gluing a piece under the stab. The results exceeded his expectations with the model soaring high over the top field and disappearing towards the dam, the DT firmly refusing to activate because of the glue on the new trim tab. Des and Albert located the model very high in a tree near Atkinson's Dam, where it will stay until the rubber bands fail and it falls down. Thankfully it was the last flight and he had the winning score, with Des in second and John narrowly behind in 3rd place just 10 seconds ahead of Malcolm.

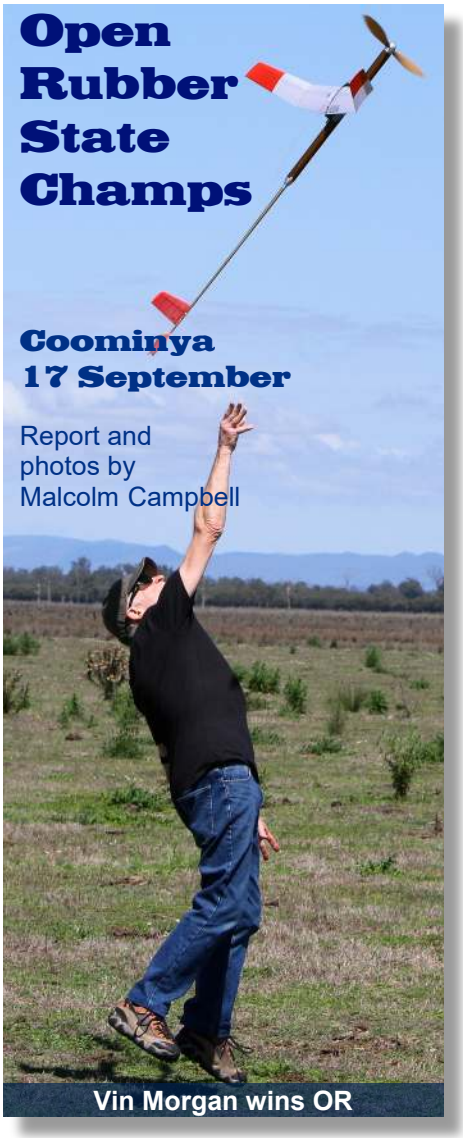
So, in the end, it was a closely fought event where the results could


Des Slattery, Lim Joon


Malcolm Campbell, Lim Joon


John Lewis, Fat Boy

have been quite different if luck or better preparation had played a part. It was a pity that L Squared enthusiasts Adrian Bryant, Brian Taylor and Ron Munden were not present as numbers were down on last year. Once again, our sincere thanks go out to Allen Thomas for his long term support and generosity in sponsoring this event.



Vin Morgan wins OR


Craig Hemsworth launching his F1B in OR, Richard Blackam observes


Malcolm Campbell launches his old F1G variant in OR

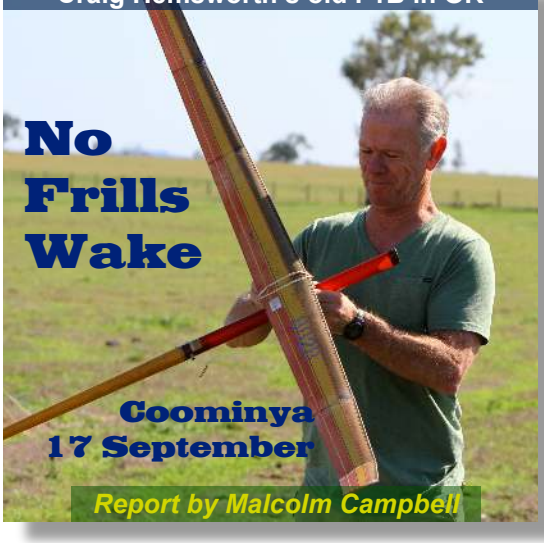
Open Rubber: Craig Hemsworth and Vin Morgan fielded state of the art F1Bs for this event so it seemed likely that they would lead the way. This nearly happened. The air was good and some pretty high flights were recorded, with Craig's model taking over 4 minutes to land after DT on one occasion. John Lewis wasted a flight when a very old DT band let go grounding him in 33 seconds. Des Slattery should have been a real threat with his very effective ex-Peter Twiss model, until the prop was damaged before the first flight, so he used his old LSq/100 backup model. This was a real shame as his OR model is a real contender.

Mark recorded a max in his first flight but encountered sink in the next two. Malcolm flew an F1G adaptation comprising Tumbleweed II flying surfaces and prop with 20 gms of rubber in a rolled tube ala P30 providing a very handy 90 second motor run. On trim and in good air, it racked up three easy maxes. Craig dropped just one flight and Vin didn't, so there were two in the fly-off.

It was decided to do a simultaneous launch DT fly-off, with both models set for a 3 minute DT. On launch, Vin's model went left and Malcolm's to the right. Vin's model naturally climbed strongly in seemingly better air and Malcolm's struggled to gain useful height and, although the glide appeared reasonable and bouyant, the model was down in under 3


Des, Albert and John, winners in LSq/100


Alberts LSq/100 going AWOL in final flight



Craig Hemsworth's old F1B in OR

minutes. Vin's DT'ed from good height for a deserved win.

No Frills Wake: There was a disappointing roll-up for this event and some of those flying were by then feeling a bit the worse for wear. John Lewis led the way with two maxes. Des flew an old Col Somers model that was showing signs of structural failure, so he put it away after two disappointing scores. Mark Armour, fatigued from the previous event and under pressure from his children, who were becoming restless, put in a single flight to max and then retire. John Lewis's final flight DT' ed early to record 2 minutes. Feeling the debilitating effects of the aggressive diet he is now on, John wandered off in the wrong direction, helped by Malcolm who walked out later to find the model. Late in the proceedings, Craig Hemsworth pulled out his 70s model with saw-tooth turbulator and rolled tube body. This model was seen floating serenely around the sky earlier in the day and could have been a challenge but, after a good launch and climb, it put its nose down on glide that increased to a vertical descent. Although undamaged, 48 seconds wasn't going to help the chase for first place. Craig discovered later the stab had risen up on the stab stop, probably after his final test flight.

Only John had flown 9 flights on the day but we were lucky that the winds were very gentle, with most flights going no more than 300 metres, in various directions. After a washed out Dalby it was great that we could actually put in a day of good flying.

RESULTS

LSq/100

Name	Fl.1	Fl.2	Fl.3	Total
Albert Fathers	175	176	180	531
Des Slattery	133	180	120	433
John Lewis	126	112	180	418
Malcolm Campbell	68	180	160	408
Graham Maynard	46	-	-	46

Open Rubber State Champs

Name	Fl.1	Fl.2	Fl.3	Fly-off	Total
Vin Morgan	180	180	180	193	733
Malcolm Campbell	180	180	180	159	699
Craig Hemsworth	178	180	180		538
Mark Armour	180	83	146		409
John Lewis	180	33	180		393
Des Slattery	68	96	-		164

No Frills Wake

Name	Fl.1	Fl.2	Fl.3	Total
John Lewis	180	180	127	487
Mark Armour	180	-	-	180
Des Slattery	74	74		148
Craig Hemsworth	48	-	-	48


Des again, Lim Joon



Frog, KKK and Vic Smeed Rally Day

Coominya 11 September 2016

Report by John Lewis Photos Malcolm Campbell and John Lewis

Malcolm Campbell, Pushy Cat

Don't you like those perfect days with light and variable winds and sunny skies with temperatures in the low twenties? Well, that's what we had this Sunday. It was a very relaxed day with not a tracker in sight and most flights landing well inside the paddock in easy view. Malcolm flew a Redwing while Des and John flew Linnets, all from the Frog Senior series.

Graham and Malcolm both flew Senators in the KKK event while most Vic Smeed models flown on the day were Pushy Cats (Des, Malcolm, Graham and Ron Munden). Des also flew his Ethereal Lady. He's built two, the first one 70 years ago! Later in the day, he also trimmed out a couple of LSq/100 models for the big Dalby event. Graham also flew a Cardinal and Tomboy, and Des and John flew a couple of old timer RC assist models.

Over the years interest in flying sport models has been minimal but with the current age of our members it could be that this style of model will become more popular as time goes by.

Frog Design Models

Name	Model	Fl. 1	Fl. 2	Fl. 3	Best 2 Total
John Lewis	Linnet	44	15	33	77
Malcolm Campbell	Redwing	13	28	25	53
Des Slattery	Linnet	18	21	25	46

Keil Kraft Kit (KKK) Models

Name	Model	Fl. 1	Fl. 2	Fl. 3	Total
Graham Maynard	Senator	106	103	120	329
Malcolm Campbell	Senator	96	67	90	253

Vic Smeed Designs

Name	Model	Fl.1	Fl. 2	Fl.3	Total
Des Slattery	Ethereal Lady / Pushy Cat	184	85	73	342
Malcolm Campbell	Pushy Cat	85	89	85	259
Ron Munden	Pushy Cat	72	121		193

Photos from the KKK, Vic Smeed and Frog Rally


Des Slattery, Ethereal Lady


Des again, Pushy Cat


Ron Munden, Pushy Cat


Graham Maynard, Pushy Cat


Des Slattery, Linnet


Malcolm Campbell, Redwing











BFFS Mini Power and E36
9 October at Coominya

BLOWN OUT





DALE'S FUN DAY
23 October at Coominya

BLOWN OUT





Walking Scramble, QDP plus Mini Power and E36
6 November at Coominya

BLOWN OUT

You can't always get what you want according to The Rolling Stones. Recent club events proved that. But we did (*get what we want(ed)*) on 13 November at Coominya, where all outstanding club competitions were flown in spite of a dire forecast as recent as 5 am Sunday.



Albert and I discussed the prediction at 5 am and elected to do other things. We vindicated our decision by the prediction, on the right, of wind speeds of 8 - 10 m/sec by late morning. The blue line shows the actual wind speeds recorded later, and they actually remained good to 11 am. John Lewis takes up the story……. well, before doing that, he has a few words to say about what happened on Dale's Fun Day.



The previous flying day for Mini Power and E36 had been postponed due to wind so we were keeping our fingers crossed that we would get a nice day. As luck would have it, on arrival, I found a number of cars just inside the gate and the wind speed already up just before 8am. The wind remained constant throughout the day in spite of the forecast for light winds so we positioned the cars to form a square windbreak and set up the tables for Dale's traditional nibbles.

Terry Tomlin was sadly unable to attend from Maryborough although we had Trevor Fenning and Peter Cutler making the big trip down from Rockhampton.

Although no one attempted to fly we did at least get the opportunity to check out each other's models and catch up. Des had on display a very large 1938 vintage 89 inch Flamingo (see photo). Des had built it for a late friend, Trevor Carey. The model had been offered back to him.

There were a number of smaller RC electric models some of which were particularly well made. I must admit I benefited from the sharing of ideas which is often the case when you see models that are built in different locations. I remember years ago learning different techniques from the people in the southern states when we attended Nationals .

So, although it wasn't a day for flying models, it was nevertheless an enjoyable and beneficial day. Thanks to William and Dale for the effort they put into the food preparation etc and hopefully next time the weather will provide suitable flying opportunities.

LOST BUT NOT FOUND



After the Fun Fly, a search party was mounted in a futile attempt to find a tiny item in the scrub, one kilometre from where we fly. Albert Des Peter and William went looking for Albert's tracker, after his LSq/100 spent a few weeks in a tree and was recovered recently sans tracker. Des made up a big magnet to comb through the pine needles but they did not find it. Dessy tried to make Albert happy!





Over the last two months we have had our fair share of windy days and the last minute forecast indicated the 13th would be unlucky again. To everyone's surprise the morning was overcast with very light and variable winds. We tried a few times to establish the best position to fly from eventually settling for a position near the trees at the bottom part of the top paddock.

The first event started on time at 8am which was the **Campbell Scramble**, a half hour walking scramble. Unfortunately the weather report had discouraged a


A perfect day, at last


Graham Maynard's E36


Des Slattery's Limey


John Taylor's Slicker


Van Richards-Smith prepares his power model

couple of potential starters (Malcolm and Albert). However John, Des and Van participated in the event. Although there was at times no wind at all the drift changed late in the event towards the nearby trees resulting in Des hitting a tree with his low wing Linnet and later flying into a fence. There was a herd of cattle nearby as well and Des's model managed to scatter them as is it flew low over their heads. Van's first flight was his longest of the day after he forgot to set his DT. Eventually the model landed and Van went on to take second spot. John flew his old Scooter (not flown for nearly 20 years). The motor was totally seized a week prior to the event but with the help of a soaking in lacquer thinners and releasing the piston liner with the help of a heat gun it ran perfectly on the day. We haven't run this event for a long time but as a 1/2hr walking event it was very enjoyable and more suited to the age of our current membership.

From 8.30 on there was freedom to choose between E36, Qld Diesel and Mini Power. Most seemed to start with **E36** and after some initial disappointment with John Taylor's model crashing on his first flight and Ron's model having a problem with a broken wire, Des, John and Graham had their models flying well. Graham's model has had very little flying but is showing great potential and appears to have flown off the board with virtually no need of trimming. Both John and Des made two maxes each in ideal conditions with John finishing just ahead. At the end of the day there was some discussion about increasing the number of E36 events on the calendar as this class is so user friendly and is well suited to the smaller site at Coominya.

With the wind direction taking models towards the nearby trees we relocated down to the lower paddock to fly **QDP** and Mini Power. John got away first and managed to hook into some lift with his old heavy Dixielander to make a good start. Des also flying a Dixielander found unhelpful air for each of his flights although he was gaining better height on his


John Lewis's heavy Dixielander


Graham Maynard's sleek QDP ship

climbs. Graham had a serious looking diesel model but had trouble with the engine and resorted to flying an old model.

As luck would have it the wind direction changed again, blowing back towards the trees and by 11 am the wind had picked up to around 3 meters per second. Being reluctant to shift again John and Des made their **Mini Power** flights from the lower paddock. John's flight landed at the base of a tree after a poor transition. With some timer adjustments required, and both the wind speed increasing and the day temperature approaching 36 degrees everyone was happy to call it a day after the unexpected opportunity of flying the previously postponed events. Mark spent the whole day helping out with timing and collating the scores. A good finish to our 2016 flying season with some sport flying mixed in with the four competitions.

RESERVE DAY RESULTS

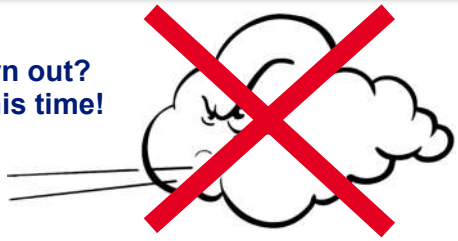
Scramble

Name	Score
John Lewis	1011
Van Richards-Smith	564
Des Slattery	395


DesSlattery again, always happy

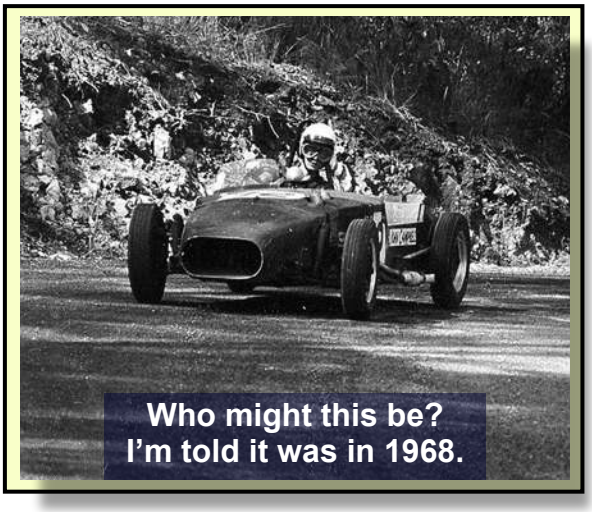
E36

Name	1	2	3	Total
John Lewis	71	120	120	311
Des Slattery	120	59	120	299
Graham Maynard	112	110	53	275



Queensland Diesel Power

Name	1	2	3	Total
John Lewis	120	77	112	309
Des Slattery	36	54	85	175
Graham Maynard	90	-	-	90


Who might this be?
I'm told it was in 1968.

BFFS Mini Power

Name	1	2	3	Total
Des Slattery	56 Hit Tree	120	115	291
John Lewis	80	-	-	80

WINGS OVER WEST WYALONG



Report by Malcolm Campbell

The Newell Highway, just north of West Wyalong, two weeks before the event!

Albert, Elly, Adrian, Joanne, Kathy and I travelled to West Wyalong for WoWW, the NSW State Champs and the final Queensland Team Trial. The photos on this page show what the Newell Highway near West Wyalong looked like, just 2 weeks earlier. Detours were still in place because the highway was severely damaged.

The weather and wind direction wasn't kind for us from the start. The NSW F1B event was crop affected and anyone who landed in the crop were effectively out. Only Gary Godwin flew 5 rounds. The A and C events were flown successfully on Friday and these sealed the places in the World Champs team making the Queensland trial next week superfluous. Winds on Monday also saw the Mini class events cancelled.

Fortunately WoWW was a success for the many RC modellers who set up tents and vans on the field. Saturday was the day to fly because Sunday dawned cool and windy.

The Saturday night bush tucker started on sunset and the fifty who attended all had a full plate. Many went back for seconds. Adrian Bryant was enticed to recite a poem. This was so well received he was encouraged to recite for a second time.

Wings Over West Wyalong has real potential when combined with some free flight competition. This time it was a well received shake-down that was unfortunately handicapped by weather.

NSW STATE CHAMPS RESULTS

F1C

Roy Summersby	960	201
Gary Pope	960	90
Terry Bond	909	
Shayne McDonald	858	
Shannon Tolmie	789	
Mike Pettigrew	500	

F1A

Vin Morgan	953
Albert Fathers	857
Malcolm Campbell	837
Tahn Stowe	832

OR

Leigh Morgan	540	341
Jim Christie	540	200
Gary Goodwin	407	
Adrian Bryant	145	

F1B

Gary Goodwin	885
Terry Bond	420
Vin Morgan	240
Leigh Morgan	152
Adrian Bryant	98

Vintage

Roy Summersby	Swiss Miss	360
Jim Christie	Bilgri	180
Adrian Bryant	Thermalizer	145



This is also the Newell Highway, two weeks before the event. The ducks loved it!

Photos from Jeff Stein, Bland Shire Council

WE VISITED THE NORTH ISLAND OF NEW ZEALAND

Report and photos by Malcolm Campbell

Kathy and I recently visited New Zealand for a touring holiday. At Richmond in July I casually mentioned to Ricky Bould that we'd be crossing "The Ditch" in October for a few weeks. He contacted me on his return to Auckland advising me of an Indoor FF event at Morrinsville, an hour south of Auckland during the time we would be driving around. Suggesting we spend a couple of days with him, I planned our circuit of the island to be in Auckland at that time. There was a Hangar Rat event that he said we should fly in and promptly organised a couple of loaner Rats for Kathy and I.

That was good enough but he went further, asking us to be Guests of Honour at their regular scale get-together evening dinner. Well, we did and it was a superb meal with beautiful food for a dozen modellers and their wives/partners. We left Stan Mauger's home at midnight after an excellent time with enthusiastic modellers.

at Stew Cox's place 6 years earlier. Kathy and I headed to Rotorua that afternoon to continue our 3,500 km tour.

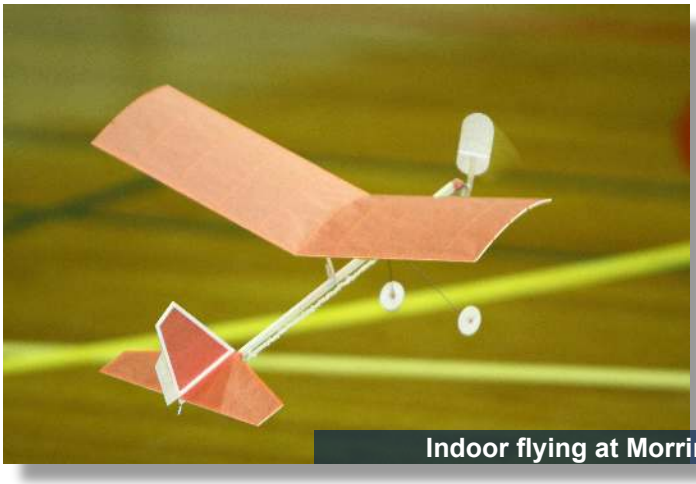
Later on, we called in on Rob Wallace at Hastings for a cuppa and then caught up with Paul Squires at Masterton to join the local MG Car Club who were visiting the Hood Aerodrome to see the Vintage Aviator museum, a Peter Jackson (Lord of the Rings) initiative. I have never seen WWI aircraft in such pristine condition, and they are all flyable. More outstanding is the fact that many are reconstructions not restorations, being built from the plans of the day using the materials of the day, and they are all flown by a group of very experienced pilots. These aircraft look like the day they left the factory in 1914 – 1918.

One of these pilots took us through the hangar and was quite happy to spend two hours with us telling us in an encyclopaedic way all about the

of the period. Paul Squires told me that the free flight flyers at Carterton just down the road regularly see two or three of these aircraft in the air while they are flying. That must be a surreal experience.

Leaving Masterton, we drove on to Antony Koerbin's place where we spent a wonderful three nights with him and his wife Laraine. On the first morning Antony and I drove back to Carterton where we caught up with Paul Squires, his daughter Ashley and John Malkin. Paul and Antony flew their F1Bs maxing 5 rounds for their team selection process, and John put up some Open Rubber models. The picturesque field had emerald green grass and was back-dropped by snow-capped mountains. Antony said the weather wasn't always as perfect as I experienced.

While in Wellington, I dropped in on Stew Cox at the Mets Office, catching up on the few years since I last saw him at Omarama in 2010. We





Indoor flying at Morrinsville, New Zealand

The Morrinsville event was very successful. Hangar Rat was well supported and my loaner Rat scored me third place out of twelve flyers. Kathy's lost some packing and failed to come on tune in time. Peanut Scale was also well contested and the build quality of many models was truly excellent. Rob Wallace, Rex Bain and Bill McGarvey were also there. And I once again caught up with John Henson , a scale modeller I first met

aircraft of the time. Hearing the technique required for flying and landing the rotary engine aircraft made me realise how deadly the experience could be for the poorly equipped flyers







The Vintage Aviator, Masterton, New Zealand





then absorbed ourselves in other things until we returned to Auckland for the last two days before we flew home. Once again a meal had been organised for us to attend. This was at Mike Mulholland's country residence, 45 minutes south of Auckland, for the same group of friends that we met two weeks earlier. Mike's BBQ was great – chicken and steak cooked on a Weber and smoked with manuka wood chips.

Another late night and unfortunately the Bledisloe Cup rugby union was playing on the TV in the background. Luckily they were not football enthusiasts, but it was a truly inspiring display of powerhouse All Blacks rugby. Another late night and thank goodness for the GPS, as it successfully led us back from the country to our city side Parnell accommodation.

I came away with good memories of NZ free flighters, and some nice gifts from Ricky Bould – a book on Hawker Tempests and some Pirelli black rubber for our CLGs. I also purchased a laser-cut Tiger Moth kit from Avetek, a NZ company (http://aveteknz.com/)run by an Auckland modeller Gwyn Avenell.

Avetek produces superbly packaged kits of many popular aircraft. My one regret is that I had



Paul Squires and Antony Koerbin launch their F1Bs



Veteran flyer John Malkin launching his OR model





Antony Koerbin's amazing indoor models



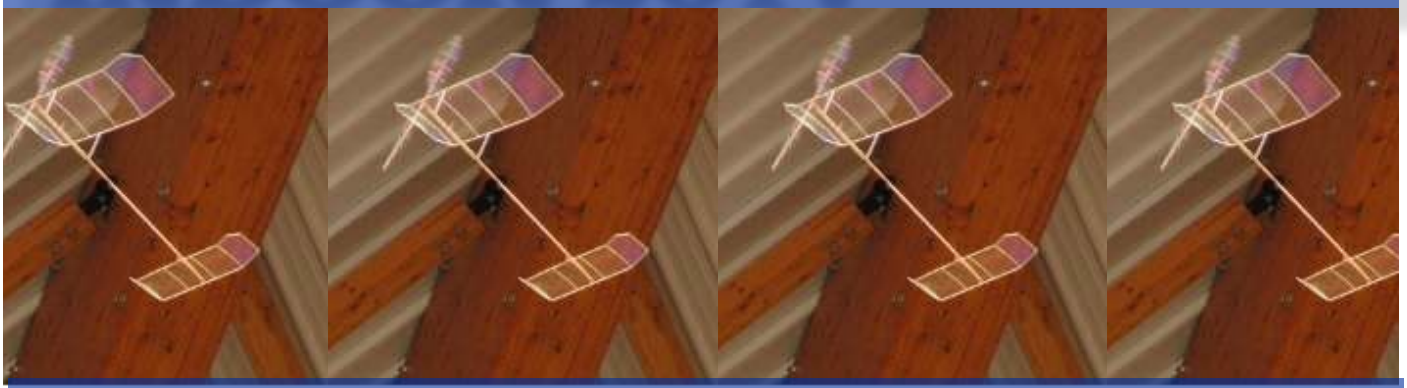


The very social Auckland indoor people made us very welcome

to pass up on an invitation to see a fully restored DH Mosquito fly. I'd promised Kathy a seafood lunch on the Auckland Wharf that day, and I'd already had my fair share of aircraft activities!

The Kiwis did an exceptional job of making us feel welcome, and we really appreciated it.

INDOOR 2017

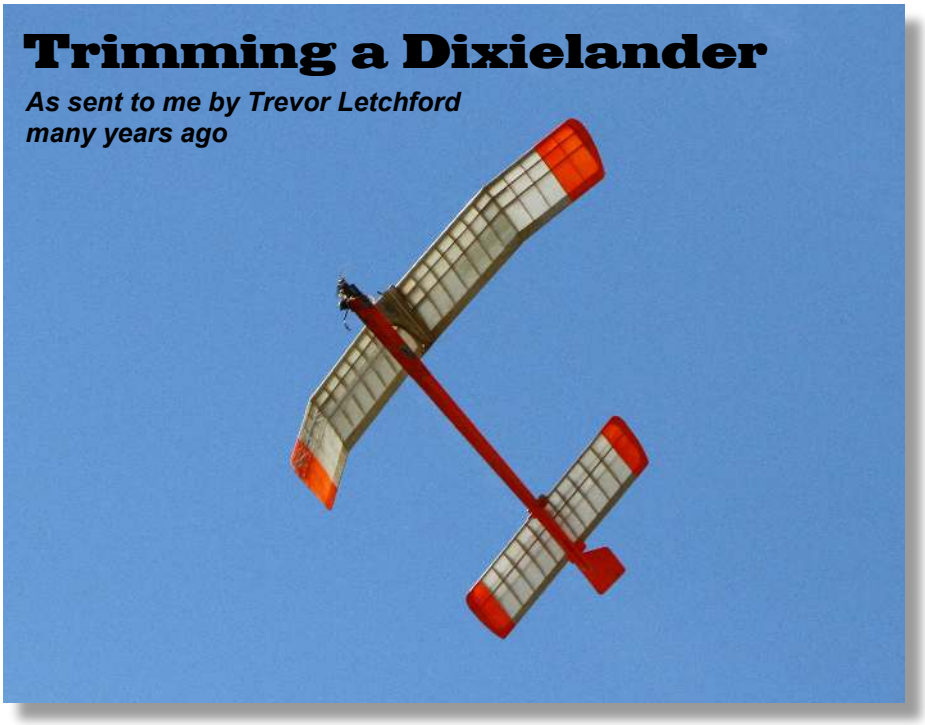


The BSHS Hall has been booked

Time to start building or repairing some models. Thanks to John Lewis for his diligence and perseverance to ensure this venue remains available. Support Indoor and let's get the numbers up in 2017.

Trimming a Dixielander

As sent to me by Trevor Letchford many years ago



The Yeoman kit version, the E-type and the Dixielander 2000. They run something like this:

1.Yeoman kit. 3/8" washout at the tips, 3/8" washin on the right inner panel, heaps of tail tilt and relatively low power. OS15 Max 3, various 2,5cc diesels, probably a maximum of 0.3 HP

2.E-type. Washout and washin reduced to ¼", longer tail moment, more power in the form of Eta 29, probably about .5 HP

3.Dixielander 2000. Much the same as the E-type, but rather surprisingly, no tail tilt shown on the plan. Hmm, looks like a mistake to me.

So we are looking at a model with built in trim. The washin gives a right spiral, and the tail tilt the glide turn. But there are devils in the detail. Here is rule number one for launching Dixielanders.

Rule 1. The launch of the model must be with the wings banked into the power turn, to the right of the wind, and nose up at an angle commensurate with the installed power.

With Rule 1 followed, the model will go into some sort of right spiral. This is not a left roll. Right rudder tab will increase the number of turns in the spiral, and left tab will reduce the number of turns. The thing to watch for is the model chasing its tail round and around, thereby reducing the climb height.

You really only want about 3 turns in 10 seconds. This will put the model into a good position for the transition into glide. It should do glide turns to the right, set by the tail tilt (starboard tip high). If the turn to the right does not appear, and the climb is too spirally, there is a C/G problem. Tail tilt only works if the tailplane is carrying a sufficient share of the model weight, which means rearward C/G.
The model doing too many turns in the spiral can be both a C/G problem and a trim tab setting problem. Here is Rule 2.

Rule 2. If the model does not turn to the right on the glide, move the C/G back. (This assumes you have plenty of tail tilt)

The plan probably shows the C/G on the trailing edge. This position is not carved in stone. My 2000 has the C/G 20mm back from the trailing edge. By now, the only remaining problem is to get the number of turns in the spiral right. Here is Rule 3.

Rule 3. Increase the number of turns with more right tab. Decrease them with left tab, even if it means the tab actually goes left. 3 turns in 10 seconds is about right.

The last problem is running the motor on suction. Small venturi's give low power. You want the hole in the venturi as large as you can get it and still be able to tune the engine. On my OS20, the engine burps a little after launch due to starvation, but then picks up again. That is about as big a hole as I dare run.

Dixie addendum:

Subsequent to the 50th centenary of the Dixielanders birth and the 63 rd MAAA Nationals hosted by the VMAA in Albury-Wodonga, some reflection on the handling of the Dixie may be appropriate.

The first flights of a new Dixie can be fraught. If you have no short DT facility, you need to get the model up fairly high in case the pattern and transition are poor, in which case you might hit the ground. Not good.

The key here is that the Dixie does need right rudder tab. With low power, you may need up to 3mm deflection of the tab to overcome the right wing washin and get your spiral. With higher power, you need less tab, maybe only 1mm. My own experience at the Nats contains a salutary lesson.

I had planned to run OS CZ11 on 40% nitro using my own 7X4 prop. For some reason I can't fathom, I found myself with no 7X4 props on hand and so retrimmed on a cut down 8X3.5 on a hot morning several days before the contest. Performance was way down, but you have to go with what you've got.

Continued on next page

On the morning of the contest, the day was cool and conditions good for engine power. I chose not to retrim, which was a big mistake, as the little OS picked up at least 2000 RPM, which I welcomed. But I had a lot of right trim-tab from the previous session, and this proved way too much for the extra power, the model chasing its tail rather than climbing.

Another problem with the Dixie is launching in moderate winds. The usual right bank into wind results in the model being blown flat down wind. If it doesn't impact, you still lose about 3 seconds of motor run before the model assumes its correct trajectory. I have no cure for this, but wonder if a downwind launch might work. Scary.

On the subject of winds, here in the West the models need to be strong enough to be blown over on there backs, and even tumbled a few times. I use spruce spars with dihedral braces, and spruce longerons in the corners of the fuselage box. Adds weight, but the model does not need constant repairs on the field.

The final problem concerns the Dixie fin, or should I say problems. The overhanging fin trailing edge saves a gram or two, but is vulnerable. If the model DT's close to the ground, it can tail slide onto the fin and snap it off.

In addition, the fin is only 1/8th sheet, and essentially unsupported past the fuselage rear. In hot, dry weather, warpage can occur thus changing the effective amount of rudder tab. The inserted fin brace serves only to weaken the fin. I use 3/16 quarter grain for the fin, no brace and extend the fuselage to the rear of the fin. Also, I find a screw adjustable rudder tab desirable for precise adjustment on the day.

So there it is. Good luck with your Dixies, still a hot ship after 50 years!

A Major project in Rockhampton



Freddo's giant Valkyrie



Yes, it's popular Rocky modeller Barry Frederickson. Albert flew with Barry when he lived up that way.

Barry built this enormous 10 foot RC Valkyrie to this stage in 3 months! It is now covered in silk and is awaiting its first flight.

Barry must have a bit of balsa! And he also flies FF.



CONSTRUCTION CORNER

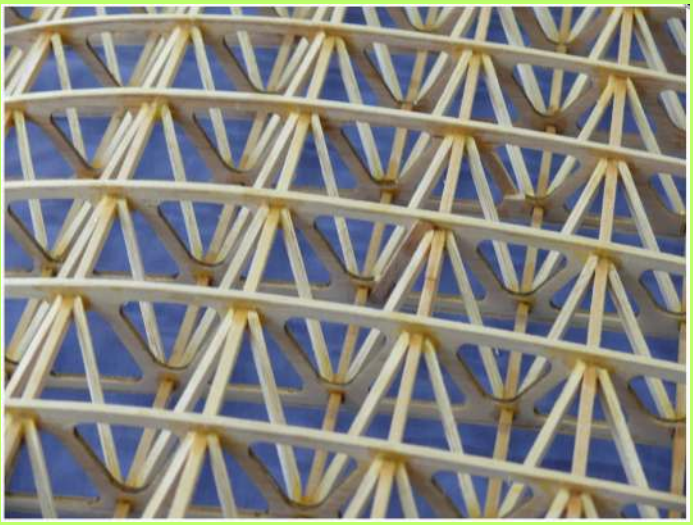








Albert Fathers has been hard at work resurrecting the wing of one of his older F1As that had been damaged in France in 2013. He's altered the wing section to an LDA profile and completely replaced the pod and boom. He's currently awaiting a nice day to continue trimming.



WHAT IS THIS? There is a connection between this and Albert Fathers. Turn back to page 19 to find out.



Ebenezers take to the sky at West Wyalong

Ebenezer Mass Launch at West Wyalong

Fair go Roy Summersby, don't you like me?



Master Craftsman - Lionel Weeks



Mills 1.3 and Mills .75

In 1954, my brother and I were introduced into aeromodelling by a neighbour in the street. His name was Lionel Weeks, and he went on in modern days to be one of the best RC scale modellers in the country. He also crafted amazing steam-powered boats where he made everything, right down to the boiler and steam engine, as well as the tiny louvred timber doors, brass hinges and handles.

Here are three engines he recently made - a Mills 1.3, a Mills .75 and a Mills 2.4. The .75 is now in a Veron Cardinal. Lionel says the .75 was copied from his old engine and the 1.3 built off some drawings he found on the net.

And, judging by the interval between emails, Lionel completed the Mills 2.4 build in just 3 weeks!



Mills 2.4



Lionel's 15' 6" RC B-29 Superfortress, now in a museum





First time together in over 50 years. Left to right: My brother John, Gregor Kruberg and Lionel Weeks. I'm at the back. Gregor lived next to Lionel, and John and I lived a few doors down the road.



This little boat is only 2 feet long!







John's RC Evolution

Although I have dabbled with C/L and R/C since I first started aeromodelling as a kid, I have spent most of my working years building and flying Free Flight competition models. Recently I have developed an interest in adapting RC to a variety of older model designs many of which were originally only intended for Free Flight. This for me has been an evolutionary process.


EVO 1: Black Magic

Evolution 1 – Rudder retrieval: Ten years ago, rules that were adopted by the Maryborough Free Flight members to allow RC assist for the annual weekend precision event. Allowing RC to be used instead of a DT reduced the chances of a fly away. In 2007, the target design was the **Black Magic** and due to the size and weight of the model I saw it as a safer option to land the model using the rudder to steer it back to a safe landing rather than dropping the model on the ground using a DT. Hence my Black Magic became a Radio assisted Free Flight model.


EVO 2: Frog Scamp

Evolution 2 – the Frog designs and electric power: Frog developed a number of small free flight models in the early 60s so the BFFS introduced a Frog contest purely as a free flight event. There were a variety of interesting designs but many were too small for flying outdoors. The **Scamp** at 12" wingspan wasn't really suitable to fly in any wind, but a scaled up version would. My RC version was built in March 2013 and was 36" span using an electric motor and light weight servos. I found that I had to move the CG forward from a classic FF CG to improve stability but it then flew faster than I wanted, probably due to the thin wing section.


EVO 3: Just Junior

Evolution 3 – another old model and Fun Fly days: Already having a free flight **Just Junior** built for the Maryborough precision contests I thought that design would be perfect with lightweight radio and electric power so, in May 2013, I built a new RC Just Junior which flew beautifully. I added Trexler wheels to keep with the older tradition.

Dale's Fun Fly days were very suitable for radio assist free flight models as there were no FF competitions to upset. So, just like we did for the annual Maryborough event, I decided to build a new RC assist FF model for each of our Fun Fly days.


EVO 4: Madcap

Evolution 4 – Vic Smeed: I saw Van Richards-Smith's **Mad Cap** once fly towards the road during Dale's Fun day in 2014 and I thought at the time "*Wouldn't it be nice to be able to fly it back*". So I then built one with a lightweight radio and a Mills .75.


EVO 5: Tauri

Evolution 5 – a diversion: The model I had admired as a teenager was Ed Kazmirski's **Tauri**. So in June 2015 I built the Tauri. It flew well but it was not what I wanted in terms off a slow flying RC assist model to fly alongside free flight models.


EVO 6: V-tailed gliders

Evolution 6 – another diversion: Having the body moulds from an RC motor glider I built several years ago, I decided to make a couple of **V tail motor gliders** for Ben and myself, using F1J style wings for Dale's fun day in March 2016. Both flew OK but could probably benefit from more down thrust when using full power.


EVO 7: KK Scorpion

Evolution 7 – building models I liked: Dale had another fun day planned for July and I saw a design I

liked on the back cover of an Aeromodeller. It was called a **Scorpion**. I discovered the plan was available on Outer Zone so I got to work and built the model in time for the July day.


EVO 8: Falconer 56

Evolution 8 – another unsuitable FF model: After completing the Scorpion I saw the plan for the **Falcon 56** on Outer Zone and finished that in early October. Being more of a traditional RC design rather than a Free Flight model I decided to look at something more appropriate for Dale's next Fun Fly day in October.



EVO 9: Frog Linnet

Evolution 9 – the Frog passion continues: After our Frog FF contest in September I thought about scaling up my rubber powered **Linnet** that flew well that day. Being from the Senior series the original design was 16" so a 3 times enlargement came out at 48" span - a neat fit across the parcel rack of my car. Like the Scamp it too suffered from a rearward CG, so some extra nose weight plus down and right thrust will soon fix that.


EVO 10: Frog Widgeon

Evolution 10 – more Frogs: William Jones told me how he liked the flying characteristics of the **Frog Widgeon** so I decided to build one partly to inspire William to have a go at the dark side. This is still a work in progress.

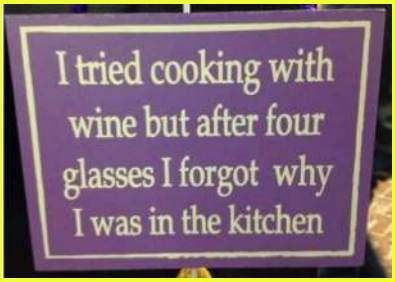

EVO 11: Simplex

Evolution 11 – Refurbishments: I noticed my old **Simplex** was in need of some recovering after sitting around for 30 years so I have just recovered the wings and fuselage and converted it over to electric.

In conclusion: I have never been all that interested in sport free flight but I must admit the ability to bring them back and the lack of cleaning up after a day's flying makes the electric RC option very attractive. It sure beats a long retrieve. There are lots of elegant old free flight designs that will help me use up my balsa supplies in the coming years, and I look forward to that.

John Lewis





I wonder what my parents did to fight boredom before the internet...

I asked my 17 brothers and sisters, and they didn't know either.



Alas, even our Albert has dipped his toe in the Dark Side pool. News Flash - this may no longer be correct!


Albert's electric RC glider

Club Champion Points 2016

Name	2 Min	A1	E36	100 gm Coupe	Comb. %	Col's Vintage	Frog	KKK	Vic Smeed	LSq/100	No Frills	Mini Power	E36	QDP	½ hr Scramble	Total
John Lewis	4	4	3	5			5			3	5	4	5	5	5	48
Des Slattery	1		4	3	3		3		5	4	3	5	4	4	3	42
Malcolm Campbell	3	5					4	4	4	2						22
Albert Fathers			5			5				5						15
Mark Armour				4		3					4					11
Kathy Burford	2				4	4										10
William Jones	5				5											10
Graham Maynard						2		5		1			3	3		8
Ron Munden					1				3							4
Van Richards-Smith															4	4
Craig Hemsworth											2					2
Dale Jones					2											2
Adrian Bryant						1										1

PLACE GETTERS OUTDOOR

F1A
1. Malcolm Campbell
2. Phil Mitchell
3. Ben Lewis

F1B
1. Ben Lewis
2. John Lewis
3. Ron Munden

F1C
1. Peter Nash
2. John Lewis
3. Ron Munden

F1G
1. Ben Lewis
2. William Jones
3. John Lewis

F1H
1. John Lewis
2. Ben Lewis
3. Van Richards-Smith

F1J
1. John Lewis
2. Peter Nash
3. Ron Munden

P30
1. John Lewis
2. William Jones
3. Mark Armour

Open Rubber
1. Vin Morgan
2. Malcolm Campbell
3. Craig Hemsworth

Open Power
1. Peter Nash
2. John Lewis
3. Ron Munden

Scale
1. Malcolm Campbell
2. Dale Jones
3. Des Slattery

CLG
1. Kathy Burford
2. Malcolm Campbell
3. Dale Jones

HLG
1. John Lewis
2. Brian Taylor
3. Des Slattery

INDOOR

F1L
1. Brian Taylor
2. John Lewis
3. Larry Brownlow

F1N
1. Ben Lewis
2. Brian Taylor
3. John Lewis

Hanger Rat
1. Brian Taylor
2. Craig Byrne
3. John Lewis

Peanut Scale
1. Brian Taylor
2. John Lewis
3. Larry Brownlow

2016 Indoor State Champs Points Table

Name	IHLG	F1L	H/Rat	P18	Peanut	Total
Brian Taylor	4	5	5	5	5	24
John Lewis	3	4	3	4	4	18
Larry Brownlow		3	2		3	8
Ben Lewis	5			2	1	8
Annika Lewis	2			3		5
Craig Byrne			4			4
Van R-Smith			1		2	3

2016 State Champs Points

Name	F1C	O/P	F1J	Scale	HLG	CLG	F1A	F1B	F1G	P30	F1H	O/R	Total
John Lewis	4	4	5		5		1	4	3	5	5	1	37
Malcolm Campbell				5		4	5				2	4	20
Ben Lewis							3	5	5		4		17
Peter Nash	5	5	4										14
Ron Munden	3	3	3					3					12
William Jones						1			4	4			9
Brian Taylor				2	4				2				8
Des Slattery				3	3	2							8
Dale Jones				4		3				1			8
Kathy Burford						5					1		6
Mark Armour								1		3		2	6
Graham Maynard								2	1	2			5
Vin Morgan												5	5
Phil Mitchell							4						4
Craig Hemsworth												3	3
Van R-Smith											3		3
Albert Fathers							2						2

PERPETUAL TROPHIES

Champion of Champions Outdoor	John Lewis
Champion of Champions Indoor	Brian Taylor
Club Champion	John Lewis
F1A Trophy	Malcolm Campbell
F1B Courier Mail Wakefield Cup	Ben Lewis
F1H Trophy	John Lewis
F1J Clock Trophy	John Lewis
Scale Trophy	Malcolm Campbell

BFFS CHRISTMAS PARTY

Bremer Waters 19 November 2016 *Photos by Malcolm Campbell*


















F1A winners, minus Phil Mitchell


F1B


F1C and Open Power winners


F1G


F1H, minus Van Richards-Smith


F1J


P30, minus Mark Armour


Scale


CLG


HLG


Indoor F1L


Indoor F1N


Indoor Peanut Scale


John Lewis - Club Champion


Albert Fathers - Vintage trophy


John Lewis - F1J trophy


Albert Fathers - LSq/100 trophy


John Lewis - F1H trophy



Malcolm Campbell - F1A trophy



Ben Lewis - F1B trophy



John Lewis - Champion of Champions



Brian Taylor - Indoor Champion



Malcolm Campbell - Club member of the year



God Bless 'em - alert to the very end!

BFFS Spy







just saw 3 people jogging outside & it inspired me to get up & close the blinds.







I hate spelling errors..

You mix up two letters and your whole post is urined





BFFS COVER GIRLS

Over the ten years I've been producing the Digest, we've amassed a number of " Cover Girls" . So to fill this page, I've reviewed the last 40 covers and here are our "Top 10". Well actually here's the complete list:

Albert Fathers	6	Adrian Bryant	1	Sonya Burfein	1
Brian Taylor	3	Barry Frederickson	1	Ted Burfein	1
Des Slattery	3	Craig Hemsworth	1	Terry Tomlin	1
Kathy Burford	3	Dale Jones	1		
Malcolm Campbell	3	Di and Van R-Smith	1		
William Jones	3	Elly Fathers	1		
John Lewis	2	George Baynes	1		
Ben Lewis	2	Nanette Dodd	1		
Graham Maynard	2	Ron Munden	1		

I know w***hat you're saying: "It only adds up to 39***". Correct, but one cover was of a model without its owner.

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2.0	$ 1.58		$ 2.26		$ 2.60		$ 3.51
2.5	$ 1.77		$ 2.47	$ 3.12	$ 2.93		$ 4.29
3.0	$ 2.17		$ 3.00		$ 3.42		$ 4.50
3.5	$ 2.26		$ 3.12		$ 3.71		$ 4.55
4.0	$ 2.47		$ 3.22		$ 4.47		$ 4.82
4.5	$ 2.57		$ 3.43		$ 4.73		$ 5.25
5.0	$ 2.72		$ 3.64		$ 4.95		$ 5.58
6.0	$ 3.74		$ 4.55		$ 6.18		$ 7.48
6.5	$ 4.07		$ 4.88	$ 4.66	$ 6.50		$ 8.12
8.0	$ 4.29		$ 5.37		$ 7.48		$ 8.79
9.5	$ 4.50		$ 5.90		$ 8.13		$ 9.23
12.0	$ 4.82		$ 7.94		$ 9.75		$ 10.72
12.5	$ 5.04		$ 8.16		$ 10.08		$ 12.93
15.0	$ 6.02		$ 8.26		$ 11.06		$ 16.81
16.0	$ 5.98		$ 8.37		$ 13.25		$ 19.24
18.0	$ 6.44		$ 8.58		$ 15.12		$ 21.29
19.0	$ 6.88		$ 8.87		$ 16.90		$ 21.38
20.0	$ 7.94		$ 9.93		$ 17.55		$ 21.58
25.0	$ 8.37		$ 10.47		$ 18.53		$ 22.88

BLOCKS: 12 inches.			STICKS:				
NO STOCK	$		Some large sticks available.				
4" X 4"	5.85	3'	4'	MM		$	
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4" X 1"	2.21	3-8		9.5			$1.95
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3" X 2"	3.19	3-4		19.1			$4.78
2" X 2"	1.76	1		25.0			$6.83
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			2"	51.0			$23.40

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Contact - Phone 07 3142 9191 or 0434 451 239



THE FRENCH CONNECTION

Photos courtesy of Frederic Nikitenko

Mon ami Frederic Nikitenko from Paris has sent me a great selection of photos from he French Champs, also Poitou, Zrenjanin and the European Championship in Serbia in August 2016. There are a lot of photos so I have included a selection that caught my eye. I will publish more next year.



Alexei Burdov, the European champ, flapper F1B



Per Findahl flying F1B. Now that's different!



Didier Chevenard and F1G from Gorban



Eloise Rigault



Laurent Pouyadou



F1A/B flyer Michael Rigault helps tiny junior in P30



Vintage F1A



French 'National Formulae"Coupe with 20 gm rubber



Young flyer with his P30



Lithuanian F1B flapper



Ceres flies electric



UK F1C flyer Ken Faux tries F1J



UK flyer Phil Ball and his big Coupe



Frederick's favourite time keeper

BRISBANE FREE FLIGHT SOCIETY

2017 Flying Calendar

Month		Date	Start	Event	Location
January	🛠	Sat 28th	12pm - 4pm	Club meeting plus "show and tell"	John's place
March	IND	Sat 4th	3pm - 6pm	Delta Dart (club sponsored) State Champs	BSHS
	CP	Sun 12th	7am - 3pm	2 min models (3 flights) + A1 (3 flights) + CLG (6 flights)	Coominya
		Sun 26th	7am - 2pm	Dale's Fun Day (general flying and limited RC)	Coominya
April	IND	Sat 1st	3pm - 6pm	HLG/Catapult State Champs	BSHS
	CP	Sun 2nd	7am - 3pm	100gm coupe, P20 and E36 (3 flights each)	Coominya
	🏆	Sat 8th	7am - 12pm	**F1A State Champs** (5 rounds - first Rd 4min)	Dalby
	🏆	Sun 9th	7am - 12pm	**F1B State Champs** (5 rounds - first Rd 4min)	Dalby
		Sat 22nd		F1A Reserve in case 8th blown out	Dalby
		Sun 23rd		F1B Reserve in case 9th blown out	Dalby
	🏆	Sun 30th	7am - 12pm	**F1G State Champs** (5 flights)	Coominya
May	IND	Sat 6th	3pm - 6pm	F1L (EZB) State Champs	BSHS
	CP	Sun 7th	7am - 12pm	All in % - multiple entries (3 flights ea)	Coominya
		Mon 1st – Tue 2nd		Southern Cross Cup	West Wyalong
		Thu 4th – Fri 12th		Dave Anderson, AFFS Champs and Kotuku Cup	Narrandera
	🏆	Sat 20th	7am - 12pm	**F1C State Champs** (2014 rules: 5 flights and 5 secs)	Dalby
	🏆		1pm - 4pm	**Open Power State Champs** (3 flights)	Dalby
	🏆	Sun21st	7am - 12pm	**F1J State Champs** (5 flights)	Dalby
June	IND	Sat 3rd	3pm - 6pm	Hanger Rat State Champs	BSHS
	🏆	Sun 11th	8am - 3pm	**F1H State Champs** (5 flights) + A1 Club event (3 flights)	Coominya
	🛠	Sat 24th	12pm - 4pm	AGM plus "show and tell"	John's place
		Sun 25th	8am - 2pm	Club Fun Day (Prizes, no points)	Coominya
				KKK, Frog, Vic Smeed and ½ Hour Walking Scramble	
July	IND	Sat 8th	3pm - 6pm	P18 State Champs (club sponsored)	BSHS
	🏆	Sun 9th	8am - 2pm	**Open Rubber & P30 State Champs** (3 flights each)	Coominya
		Sun 23rd	8am - 2pm	Dale's Fun Day (general flying and limited RC)	Coominya
August	IND	Sat 5th	3pm - 6pm	Peanut Scale State Champs	BSHS
	CP	Sun 13th	8am - 2pm	BFFS Mini Power and QDP (3 flights each)	Coominya
		Sun 25th	8am - 2pm	Club Fun Day (Prizes, no points)	Coominya
				Vintage, Sports models and limited RC	
September	🏆	Sun 10th	7am - 2pm	**Scale, HLG and CLG State Champs**	Coominya
	CP	Sun 24th	7am - 3pm	100gm coupe, P20 and E36 (3 flights each)	Coominya
October		Sun 8th	7am - 3 pm	Col's Vintage Rally (accumulation of points for each class)	Coominya
		Sun 22nd	7am - 3 pm	LSq/100 (3 flights), No Frills Wakefield (5 flights)	Coominya
November		Sat 11th	12pm - 4pm	BFFS Xmas Party	Bremer Waters

🏆 Outdoor State Champs IND Indoor State Champs CP Club points apply 🛠 Club meetings

CONTACTS:

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2017 FREE FLIGHT CALENDAR Ver 2 (14-11-2016)