The magazine for all those who love Free Flight

The BFFS DIGEST

March 2017



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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.

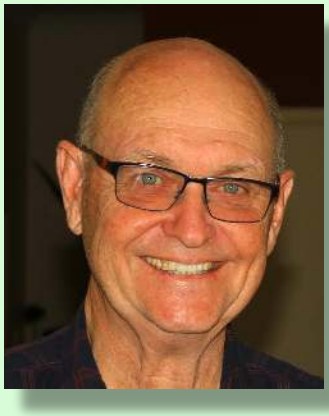
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

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

COVER PAGE:

My own F1A gliding to max at Lost Hills in the North American Cup. I hate those days when there is so little drift that you float around like a sitting duck, just wondering when you were going to be spun out of the sky by someone launching in your own airspace. 3 minutes seems a long time on such flights!

PRESIDENT'S REPORT



It seems like the year has just begun with our first Indoor meet a week ago and our first outdoor event yesterday. It has been a hotter than usual summer so I guess a lot of us have been staying indoors out of the sun with the exception of Malcolm, Kathy and Albert who made the trip to the USA a few weeks ago. Sadly Albert had to turn home soon after arriving in LA while Malcolm and Kathy went on to make the most of the rain affected contests at Lost Hills. Having to deal with a wet field in the middle of a desert was no doubt a bit unexpected but as you will be able to read in Malcolm's report there was a lot of good flying opportunities provided.

It was heartening to hear the owners of our club site at Coominya are happy with us using their property and thus it is important we always look after this privilege. Good to see the numbers that have participated at our first two events and hopefully this will continue throughout the year.

Our next day is Dale's legendary Fun Day scheduled for the 26th of this month. As Dale puts in a big effort with the catering it would be helpful if you let Dale know if you are coming or not. Hopefully we will have a great year with the weather this year providing for lots of flying enjoyment.

Cheers *John Lewis*

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ARTICLES NEEDED

Do you have something to say to your club?

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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

Too early in the year to say much of what's happened locally. Frankly it's been too hot to consider any flying from Christmas until mid-March as nearly all days have been around 32 deg C and a few towards 40 deg C. Even our 12 March events were in sweltering weather. It is sobering to note that one of the larger lower fields has a healthy corn crop that is now nearly a metre high - we'll have to plan around that when the winds aren't kind.

Kathy and I trekked over to California again for Fab Feb at Lost Hills, perhaps just to cool down for a couple of weeks. The weather was very pleasant but the rain wasn't. More about that in my Fab Feb report. This was my 7th visit and Kathy's 5th. If I had to choose one event to fly in per year, this would be it.

Albert will be the first to travel south, this time for the Victorian State Champs. This may make up in some way for him missing Lost Hills this year. There will be a few of us up at Dalby in the coming two months and a few more in West Wyalong and Narrandera in early May.

There has been a bit of building over the break with the usual subjects supplying details. Surprisingly, I actually built something too, a new E36, due to fly late March. And you must see Albert's full carbon wing, on his long LDA model - a real "state of the art" model. Go Albert.

So there's a lot of flying over the next two months, particularly for those who don't mind driving.

Cheers, Malcolm Campbell

LETTERS TO THE EDITOR:

Looks like you saved the best till last - a great way to finish 2016 with an extensive range of interesting articles and great photos. I can't remember a more diverse and enjoyable newsletter with something for all interests and more and of course the great photo of the LSq on the front cover. A great Xmas edition! And it's a great honour being on the front cover as well. Cheers John

Hi Malcolm, thank you for the DFFS Digest and the kind words. I have been flying the Mills .75 in the Veron Cardinal I built. The extra weight of 2 channel RC and battery made little effect as it flew with ease.
Lionel Weeks

Thanks for the plug of our website Malcolm. Can I be included on your distribution list? That's a great magazine you put out. It reminded me to add the Dixielander to our website as well.
Many Thanks, Gwyn (Avetek NZ)

Malcolm, congratulations on another fine digest. Perhaps you're the "Cecil B DeMille" of free flight publications? Merry Christmas to

Great mag and pics as usual. Fine effort. Cheers John DT.

FREE FLIGHT IN CALIFORNIA – FUN BETWEEN THE SHOWERS

report and photo by Malcolm Campbell

We had been lucky for the last six years, with increasingly better weather each time we visited Lost Hills for the best free flight experience in the world. This year, our luck ran out with Southern California experiencing lots of rain, enough to break a six year drought. And Lost Hills didn't escape it. Fortunately the event organisers did an excellent job to ensure all key events were flown in the allotted time, and we did get some dry breaks in the weather, ensuring we could get onto the field.

Australia was well represented – Phil Mitchell, Tahn Stowe, Albert Fathers and myself in F1A, Vin Morgan, Craig Hemsworth, Gary Goodwin and Gary Odgers in F1B, with Roy Summersby and Terry Bond in F1C. Terry, Tahn and Roy also entered F1J, Gary Goodwin F1G, with Phil, Kathy and myself in F1H. Kathy and I threw in a few CLGs to fly. Tahn also brought over a boxful of brand new carpets for the first Power Scramble ever flown on American soil. Antony Koerbin came over from New Zealand for F1A, and Paul Squires brought F1B, F1G and P30 models. For two small countries we had good representation, some settled comfortably in two motels (Gary G and Tahn Stowe, the two Kiwis, Kathy and me), the rest roughing it in an RV. So this was everyone accounted for, except for poor Albert who had to return to Australia the day after his arrival because of a medical issue.

Thursday looked a little better than Wednesday, so we slithered out along the gypsum soil road and put up a few flights before the wind got up. The organisers thought it would be still too wet on Saturday for a safe competition, but it was OK for some more test flying. Little groups of flyers were scattered all over the field. Winds were 5 – 7 m/sec by lunch time so we headed off to the big Walmart at Wasco for food and grog shopping.

It rained all night and so Friday was definitely not a day for the field. News filtered through that registration for the Ike events would be off the field at the Lost Hills Community Centre. Preliminary online entry by a very high percentage of entrants and the convenience of the community centre as a venue made for a very efficient process. Later I set up my models and Antony and Paul joined us for drinks and nibbles in out room before celebrating Paul's birthday dinner at Denny's – where else? It's raining again.

Rain stopped overnight and there were dry patches of bitumen



The road in was tricky some days, or impassable



Old friends catch up, Brian Van Nest and Kathy



More old friends, Antony Koerbin and Tahn Stowe



The Aussie vans out on the field for trimming




Phil Mitchell gets away in F1H



Lots of carbon at Lost Hills


Vasily Beschasnay did very well in all comps

amongst the puddles on Saturday morning. The drive in was interesting, to say the least. We spent some time talking and picking up a number of orders so, when my wallet was empty, we went flying for a few hours. Morning tea with Phil and Noels and Jeff Ellington, then some more goodies pick-ups and out to the glider pen to test our CLGs. A few were out there but it was too cold and windy. We had our lunch with Terry and Karen and were home by 5pm. Pizza Hut for dinner.

The Isaacson Winter Classic was postponed to run on Sunday and Monday. F1A, B and C numbers were very good, as the majority of flyers were international, but the classic balsa classes suffered low numbers. Sunday was the nicest day so far, with sun, light winds and quite warm by midday, although it was cool when we arrived and chilly when we left – the normal Lost Hills pattern. The flight line was established in the middle of the field with As, Bs and Cs segregated along the line, and we all managed to stay out of the pistachio plantation even though extreme heights were being reached in the big thermals. I used all four models I brought over to complete the 7 rounds – and I thought I'd prepared well? All new problems, won't happen again. Terry Bond planted a Babenko folder a metre from where Roy Summersby was sitting. Roy didn't even blink.

In F1A, Phil Mitchell led the Aussies but dropped 8 secs in R5 whereas Tahn bombed R3 and I wrecked my chances with 2 sub maxes. Antony Koerbin was the standout maxing out and making the 6 minutes and a respectable score in the 8 min fly-off to finish 19th. **Ten** flyers made over 400 secs in the second and final fly-off in failing light!

F1B had Craig Hemsworth, Vin Morgan, Gary Goodwin and Kiwi Paul Squires. Gary was in his first ever international maxout and anxiously hooked left in the fly-off. Out of 48 flyers, 31 made the first fly-off, with 20 making 6 minutes, and this included lone Aussie Craig who placed 14th. In the final fly-off 6 recorded over 400 secs in a very poor light.

As all contests were run on the same day, it was impossible to take note of all that was happening, particularly as I was flying and taking photos. So F1C is a bit of a blur, except for Terry's spectacular arrival. I witnessed


Gary Goodwin flew very well at Lost Hills


Craig Hemsworth in failing light, first fly-off

that while waiting to tow up. Failing light caused the F1C fly-off to be delayed until the next morning. It was a Babenko affair, with Reinhard Truppe taking 1st place 10 secs ahead of Babenko, with Mike Roberts, new to folders, in 3rd place. 16 had entered F1C, 7 had maxed out and only 2 went over 400 secs in the early morning air.

Monday was warm, sunny with very light winds. I put away my F1H after the timer started to misbehave, and Kathy faced a daunting task trying to get her old balsa model to the top of the line. This was not the case for the CT CF bunters; they relished the light buoyant air milking out thermals with apparent ease. R1 was a Champagne "Time To The Ground" affair and Phil extended his timer as much as he could, to achieve a magnificent 10 min 36 sec flight. Wiley old Mike McKeever set the bar earlier with an amazing 11 min 47 sec flight! 9 then maxed the 3 minute fly-off and 8 the 4 minute fly-off in rather generous flying conditions. Once the R1 times were considered, Mike McKeever cleaned up from Phil Mitchell with Aviv Balassiano 6 minutes in arrears, thanks to Mike and Phil's amazing R1 times.

Gary Goodwin and Paul Squires teamed up in F1G. With 17 entries in good air, this promised to be a hot contest, although the boys


Henning Nyhegn never misses a chance to have fun


Jim Parker launches his Half A in Scramble


Ike organiser Norm Furutani placed 3rd in Scramble


Ken Bauer had a ball with one of Tahn's Carpets

failed to read the special condition of the first round being "time to ground". It didn't matter to Paul after R2 but Lost Hills virgin Gary found himself in top company maxing out, making the 3 minute fly-off and then placing 4th after the final fly-off, just 9 secs behind top US flyer Tiffaney O'Dell and only 33 secs behind winner Evgeny Gorban. There were many world class flyers behind him.

Terry, Tahn and Roy formed the Aussie F1J team. 12 entered and 10 flew; this would have gladdened the heart of Mike Roberts who is trying to promote this class. Terry had a bad launch in R1, dropping 10 secs and maxed the rest. Roy Summersby was unaware of the shortened rounds and missed flying in R1. So Faust Parker maxed out, with Terry picking up 2nd from Mike Roberts 3rd.

SCRAMBLE: For some, the premier event of the day was Scramble, the first time the Aussie Scramble was flown in the United States, and it was enthusiastically received. The US Scramble was the brain child of the one and only Tahn Stowe.

Tahn made 5 new Flying Carpets and fitted them with Mills 0.75 motors; the Carpets wonderfully decorated in international themes. Volunteer "Carpeteers" were solicited from the flyers and some brief training given before the event. Some had never started a diesel before. Jim Parker (F1A) flew a conventional 1/2A model that he built when he was 16. It had not flown for many many years. Norm Furutani, organiser of the Ike weekend and a past top US flyer in Wakefield, flew a Cox-powered stagger wing sheet model. Canadian Brit John Buskell, Per Findahl, Ken Bauer, Swiss Dominik Andrist and Henning Nyhegn piloted the Carpets. The five Aussie models sported diesels, the two US models Cox 049s.

Rules were relaxed for the seven competitors, with many utilising a team to retrieve, and a few near misses added to the spectacle. A still afternoon allowed the models to circle high overhead and most retrieves were short. Terry Bond was the ideal choice as a CD, and he did the job wonderfully in his characteristic booming voice. Everyone had a full 30 minutes of fun, including the spectators. I'm almost certain it will be run again next year, with a bigger entry list.

After the prize giving and as the sun fell below the horizon and the temp dropped, we gathered around Terry's RV for an enjoyable drink and nibbles with the six happy Aussie RV flyers. We left under headlights, and the track out wasn't too bad apart from the early part where it was a bit firmer driving on the grass. Tonight another dinner at Denny's, with Brits Alan Jack, Mike Lester, Mike Fanthom and Chris Edge; in bed by 10 pm.



Peter Brocks had a very neat F1G winder



Peter Brocks again, launching his F1E



John Cooper, Ken Faux, Brian Lavis and Paul Chapman



The man who flies furthest needs the biggest binos

The weather was excellent on Tuesday, warm with full sun and a light breeze. I put in some time testing models alongside Craig, Vin and Roy, while Kathy caught up with some washing. I picked her up later in the morning for the annual Ladies Tea Party in the RV quadrangle, and it was a lavish affair this time; plenty of food, more people and more tables, and entertainment! Phil Mitchell did a clever Australiana gig, involving Brian Van Nest and a few props including budgie smugglers. A few Aussie poems were recited, Brian cut Phil's throat and then had a bucket of water thrown over him, people got to see our colourful currency and no one was hurt. It will be a hard act to follow. I reckon Phil better start now if he wants to beat his 2017 effort.

I went up to Holloway's Hill to catch the F1E action. Wind direction was fickle so they flew from off the hill, out towards the RVs. It wasn't the most beneficial direction for long flights but it enabled me to get some great clear shots. Seven flew and Swiss F1A flyer Dominic Andrist won from Peter Brocks and Bob Sifleet. I did some more flying later in the afternoon before pre dinner drinks in our motel room and another Denny's meal, this time with Enes and Jasminka Pecencovic.

Wednesday was probably the nicest day of the week, with full sun and light winds, perfect for the North American Cup. Peter Allnutt and Tony Mathews had done a great job setting up the competition and all went very well. In R1 there was a 180 degree wind shear at 20 metres that caught a few F1A flyers but it only persisted for the first 20 minutes. I was the only Aussie to make the 4 minute first round along with Kiwi Antony Koerbin. Tahn Stowe also dropped R1 badly but maxed the rest. Antony and I continued to max until I got caught out in the final round, when the wind dropped right off and the puffs came from all directions. There were big thermals but for straight towers like me, the breeze was adequate but it wasn't always in the direction I wanted. I was crowded out by those circling overhead and I was frustrated to see big gaggles of F1B launching under other F1As in lift. I went in what I thought was adequate air, it held for a while before dropping out of light lift for 2 min 4 secs, in the 4 minute round. That hurt. Phil missed the fly-off by a mere 3 seconds, leaving Antony to fly the Kiwi flag. He did very well, getting the 8 minute fly-off. There were 55 flyers and 26 maxed out. Amazingly 21 made the 8 minutes, such is the quality of the top models and top flyers. The North American Cup was decided in the second fly-off, with Jama Danier 1st using a conventional LDA carbon model, followed by Sergey Marakov and Aviv Balassiano, both flying carbon flappers.

F1B and F1C were also flown this day, so this is where the story telling gets difficult, as I was flying A and taking photos. AUS had 4 B flyers, Craig Hemsworth, Vin Morgan, Gary Goodwin and Gary Odgers. Gary O was flying a near vintage Wake and was in awe of the high calibre competition. He managed two maxes, to finish ahead of 4 international flyers!



Sunrise NA Cup day - Malcolm, Tahn and Gary



Malcolm next to Micheal Seifert and Bernd Silz



F1A winners NA Cup - 1. Jama 2. Sergey 3. Aviv



Team winners in F1A in the North American Cup



Rain on the field on Thursday, RVs move out



We entertained a few most days at Drink O'Clock



The Ladies Tea Party gets better and better



Gabby's Mexican Restaurant was good

Performance of modern day F1Bs is staggering, with a few North American Cup flyers sporting full carbon wings, some with elliptical tips and some with the very special Stefanchuk section, with a "porpoise" LE with a big droop towards the trailing edge. Good rubber gets them all up high but the glide with this new section is exceptional.

Hard luck story in F1B was Craig Hemsworth who flew R5 with a 3 min DT when the round was 4 mins. He felt sure he'd set the correct time. He ended up plummeting down to 32nd position! Paul Squires did very well, recording 6½ mins in the fly-off to take 14th place and Gary Goodwin continued to shine as the new rookie, getting 29th place from a 4 min 11 sec flight. Vin Morgan was our standout performer, placing an excellent 4th behind Oleg Kulakovsky, Charlie Jones and Jean Luc Bodin. Vin flew for over 7½ minutes, Kulakovsky and Jones flew nearly 9 minutes! In this event, 52 flew and 32 made the unlimited fly-off, such was the quality of the field.

F1C was well represented with 17 entrants from 9 countries. From memory, there were only 2 conventional models, the rest were folders, all from the Babenko factory, meaning they were all black! Half the field maxed out and the fly-off was so close. Faust Parker won with 7 ½ minutes, just 3 secs ahead of a much improved Xin Pu Sheng, and Artem Babenko snatched 3rd place just 1 second ahead of 4th place getter Larissa Savukkina. Roy placed 5th and Terry was way back in 12th, after dropping the first round.

Peter Allnutt wound up the very successful North American Cup with customary red roses for the ladies and copious quantity of bubbly for the thirsty flyers. As usual, the nibbles were first class, and very little was left when the lights were turned out.

Thursday, a lay day, was cooler with clouds and rain expected by mid-morning. We drove out to the field early to be greeted by vehicles driving out, one of which was Terry and Karen's RV; they were moving to "higher ground". A rainstorm was moving in from the mountains. Needless to say, we did not drive in and, with rain and winds expected for the next two days, we didn't hold any chance of Maxmen starting on Friday. Roy, Vin, Craig and Gary O also drove their RVs to the Lost Hills RV park where they then stayed for the rest of the competitions.

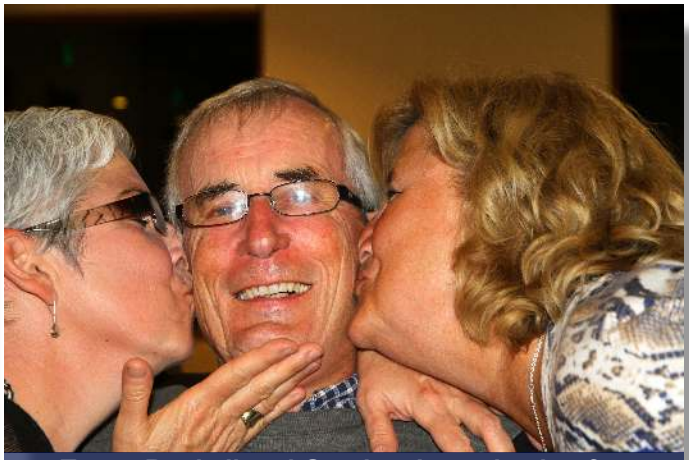
That evening, Gabby's Restaurant had been booked out for us and about 45 people enjoyed an economical and cheerful Mexican meal. The Aussies had the rowdiest table but everyone had fun. Wine and beer was cheap – I think they had to restock after we left.

It was wisely decided that Maxmen would not commence until Sunday with A, B and C flown together, and the Reserve Day would be utilised for the Mini classes. Many international flyers would miss Monday as they had planes to catch, us included.

Friday was overcast and cool, with more rain forecast. Gary Goodwin, Paul Squires and Tahn Stowe drove down



Katny and me at the Americas Cup Banquet



Tanya Buskell and Geralyn Jones having fun



Guy Menano's 11 ft D Gas model, Nelson 67 power



Michael Seifert leans back for powerful launch



Charlie Jones breaks two and places second



Jes Nyhegn in the North American Cup for F1A

to LA and straight into chaos, with 5 inches of rain falling. They managed to visit a couple of aircraft museums and would not be back until after 7pm, battling the heavy traffic and dreadful road conditions. We drifted from Motel 6 to the RV park and back again, trying to relieve the boredom. We organised drinks and nibbles for Antony Koerbin, Blake Jensen and Tiffaney O'Dell, and that was the highlight of the day. We then had dinner with Antony at Denny's. The rain had stopped, but not in LA.

We awoke Saturday to some blue sky, a dry road and light winds. This gave us some hope for Sunday, providing our little FWD car could handle it. It was still doubtful at noon. I visited the RV park for a distraction. They were hopeful of flying but any more rain and it would be all off. I picked up a heap of flash F1B bits for Ted Burfein and gave them to Roy whose duty it was to fit the bits into various NSW flyers flight boxes.

The Banquet was once again held at the Lost Hills Community Centre, and everyone appeared to be enjoying themselves. The roll up was about the same as last year. No one stayed late with an early start on Sunday for the A, B and C classes.

No rain, blue sky, some clouds at 6am Sunday – if our luck holds we can fly today! I'm sure they'll reduce Maxmen to 5 rounds. It was still a slippery run in and the Aussie RVers were ferried into the field. We set up 200 metres in from the RV enclave and this proved difficult in the first round for some, as early models flew over the RVs and were lost by the timers. The wind shifted to the east midway through the round and then settled into a northerly for all remaining rounds, 180 degrees from the initial direction. Phil and I got the 4 minutes, Antony and Tahn just missed. Quite a few dropped rounds although the air was magnificent in R3 and R5 with F1As initiating mass launches from the F1Bs, with often over 20 models in the same patch of air. Antony and Tahn dropped another round and I lost 8 secs in R4. Phil remained clean and advanced to the fly-off. While I was retrieving my final round flight, light rain started to fall. It would be light rain for all the fly-offs. Of the 53 entries in F1A, 29 made the fly-off. 15 made 8 minutes and an elated Anders Persson won the 10 minute fly-off from Aviv Balassiano and Vasily Beschasny. Phil Mitchell recorded 4 min 40 sec in the cool light rain and failing light to place 8th.

We left before the F1B and C fly-offs as the 13 deg C temp, rain and a cold breeze was too much for our inadequate rain protection, and I was starting to worry about the state of the road. Craig Hemsworth had the misfortune to make F1B the fly-off but had to leave before it flew because of pre-arranged family commitments. Vin Morgan made the fly-off and placed 20th. There were no Aussies in the F1C event as Terry and Roy had their support vehicles off the field. 11 flew in F1C with only 5 making the fly-off, and this was won by Larissa Savukhina from Artem Babenko and Xi Pu Sheng. Once again, Babenko models filled the first 4 places. Xi Pu Sheng, who competed in Australia at Narrandera and West Wyalong, is a rising star in China.

Bill Booth did a wonderful job controlling the event under difficult weather conditions with all classes flying together. The As had their final fly-off after the Bs and Cs had flown, to best utilise resources and available time. Dropping all events from 7 to 5 rounds was a wise move, as everything had to be completed on the day.

So, while the fly-offs were finishing, we drove to the Truck Wash place and had about 20 kgs of accumulated gypsum removed from our hire car. We then had the Jasna and Enes Pecenkovic, Paul Squires and Antony Koerbin over for a lengthy pre dinner drinks session and then we joined the Kiwis at Denny's for our last meal together, while the Pecenkovics caught up with a large group of European friends a few tables away.

I shared a late Days Inn breakfast with Kimo Kulmakko, Javier Abad and Antony Koerbin, said our goodbyes and headed off to pack the car for the trip to LAX. It's now warm, sunny and with a light breeze. A perfect day for the Minis! These were, as expected, poorly attended as many entrants had planes to catch or jobs to go back to, but there were still 6 in F1G, 6 in F1H and 3 in F1J. The finishing order of each class was a bit surprising.

The organisers did a wonderful job under difficult circumstances, with all bar one F1E event being completed. Many vowed to return and that included our Gary Goodwin who had a ball. Tahn's smiling face was everywhere and, after a 6 year absence, he had definitely extended his international fan base with his Academy Award winning display of Flying Carpets and the Scramble event.

Conclusion F1A is certainly the standout class for performance improvements since last year. Strong, fast, well-trimmed LDAs recording 110 metre launches were spectacular. You really have to be very fit to get the height, and the LDAs now launch and glide very well. Bs were much like last year, although a few more were sporting full carbon wings, some with very special sections giving a superb glide. Cs are very consistent and better behaved, although they will still go where you point them, so you have to point well. The height they attain and their low sink rate is amazing. And of course Lost Hills remains the mecca for international free flight with the level of competition and socialising afforded in a relaxed atmosphere makes it very hard to beat.

It was unfortunate about the weather, as there is usually a lot of socialising done after each day, on the field. But no one wanted to risk the trip out in the dark. We did so but only on Wednesday night. So we compromised by having people over to our motel room for drinks and nibbles, caught up with many at Denny's and also at the two formal functions. We were privileged to be amongst FF royalty at Days Inn, with Ian Kaynes (CIAM)in the room on one side and Alex Andruikov the other. There was a continual stream of customers to Alex's door, day and night. Alex looked happy.

Malcolm Campbell



Dewars Ice Creamery at Bakersfield is a must to visit

KIWI CUP **** Fab Feb Results ****

F1A 56 flew

Family Name	Given Name	Country	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Flyoff 1	Flyoff 2	Total	Place
Bezak	Ivan	SVK	240	180	180	180	180	180	240	360	507	2247	1
Koglot	Roland	SLO	240	180	180	180	180	180	240	360	471	2211	2
Findahl	Per	SWE	240	180	180	180	180	180	240	360	465	2205	3
Koerbin	Antony	NZL	240	180	180	180	180	180	240	360	321	2061	19
Mitchell	Phil	AUS	240	180	180	180	172	180	240			1372	32
Stowe	Tahn	AUS	240	180	180	134	180	180	240			1334	40
Campbell	Malcolm	AUS	240	180	180	167	180	180	89			1216	50

F1B 46 flew

			Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Flyoff 1	Flyoff 2	Total	Place
Kulakovsky	Oleg	UKR	240	180	180	180	180	180	240	360	470	2210	1
Mark	Gilad	ISR	240	180	180	180	180	180	240	360	463	2203	2
Vivchar	Igor	UKR	240	180	180	180	180	180	240	360	435	2175	3
Hemsworth	Craig	AUS	240	180	180	180	180	180	240	360	352	2092	14
Squires	Paul	NZL	240	180	180	180	180	180	240	275		1655	26
Goodwin	Gary	AUS	240	180	180	180	180	180	240	117		1497	29
Morgan	Vin	AUS	240	180	72	180	180	180	240			1272	45

F1C 16 flew

			Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Flyoff 1	Flyoff 2	Total	Place
Truppe	Reinhard	AUT	240	180	180	180	180	180	240	453		1833	1
Babenko	Artem	UKR	240	180	180	180	180	180	240	443		1823	2
Roberts	Mike	USA	240	180	180	180	180	180	240	349		1729	3
Bond	Terry	AUS	240	180	180	180	180	180	213			1353	8
Summersby	Roy	AUS	240	180	180	180	180	180	182			1322	10

F1G 17 flew

			Round 1	Round 2	Round 3	Round 4	Round 5	Flyoff 1	Flyoff 2	Total	Time to Ground		Place
Gorban	Evgeny	UKR	120	120	120	120	120	180	240	1020	267	1287	1
Fibish	Tuvia	ISR	120	120	120	120	120	180	217	997	221	1218	2
ODell	Tiffaney	USA	120	120	120	120	120	180	216	996	173	1169	3
Goodwin	Gary	AUS	120	120	120	120	120	180	207	987	196	1183	4
Squires	Paul	NZL	120	105	120	120	120			585	151	736	13

F1H 17 flew

			Round 1	Round 2	Round 3	Round 4	Round 5	Flyoff 1	Flyoff 2	Total	Time to Ground		Place
McKeever	Mike	USA	120	120	120	120	120	180	240	1020	707	1727	1
Mitchell	Phil	AUS	120	120	120	120	120	180	240	1020	636	1656	2
Balassiano	Aviv	ISR	120	120	120	120	120	180	240	1020	275	1295	3
Burford	Kathy	AUS	63	79	120	36	26			324	63	387	17

F1J 10 flew

			Round 1	Round 2	Round 3	Round 4	Round 5	Flyoff 1			Time to Ground		Place
Parker	Faust	USA	120	120	120	120	120	600			189	789	1
Bond	Terry	AUS	110	120	120	120	120	590			110	700	2
Roberts	Mike	USA	120	120	120	78	120	558			237	795	3
Summersby	Roy	AUS	DNF	120	120	120	120	480			0	480	6
Stowe	Tahn	AUS	0	10	DNF	DNF	DNF	10			0	10	10



Hard working organisers, Norm Furutani and Roger Morrell



They build big in the US

North American Cup

F1A	55 flew		Round 1	Round 2	Round 3	Round 4	Round 5	Flyoff 1	Flyoff 2	Total	Place
Danier	Jama	CAN	240	180	180	180	240	480	393	1893	1
Makarov	Sergey	RUS	240	180	180	180	240	480	385	1885	2
Balassiano	Aviv	ISR	240	180	180	180	240	480	381	1881	3
Koerbin	Antony	NZL	240	180	180	180	240	480	312	1812	14
Mitchell	Phil	AUS	237	180	180	180	240	0	0	1017	27
Stowe	Tahn	AUS	191	180	180	180	240	0	0	971	37
Campbell	Malcolm	AUS	240	180	180	180	124	0	0	904	45
F1B	**52 flew**		**Round 1**	**Round 2**	**Round 3**	**Round 4**	**Round 5**	**Flyoff 1**		**Total**	**Place**
Kulakovsky	Oleg	UKR	240	180	180	180	240	537		1557	1
Jones	Charlie	USA	240	180	180	180	240	526		1546	2
BODIN	Jean Luc	FRA	240	180	180	180	240	468		1488	3
Morgan	Vin	AUS	240	180	180	180	240	457		1477	4
Squires	Paul	NZL	240	180	180	180	240	383		1403	14
Goodwin	Gary	AUS	240	180	180	180	240	251		1271	29
Hemsworth	Craig	AUS	240	180	180	180	240	210		1230	32
Odgers	Gary	AUS	237	148	180	180	134	0		879	48
F1C	**17 flew**		**Round 1**	**Round 2**	**Round 3**	**Round 4**	**Round 5**	**Flyoff 1**		**Total**	**Place**
Parker	Faust	USA	240	180	180	180	240	450		1470	1
Sheng	Xin Pu	CHN	240	180	180	180	240	447		1467	2
Babenko	Artem	UKR	240	180	180	180	240	430		1450	3
Summersby	ROY	AUS	240	180	180	180	240	397		1417	5
Bond	Terry	AUS	214	180	180	180	240	0		994	12

Maxmen

F1A	49 flew		Round 1	Round 2	Round 3	Round 4	Round 5	Flyoff 1		Total	Place
Persson	Anders	SWE	240	180	180	180	180	480	410	1850	1
Balassiano	Aviv	ISR	240	180	180	180	180	480	403	1843	2
Bezchasny	Vasily	UKR	240	180	180	180	180	480	379	1819	3
Mitchell	Phil	AUS	240	180	180	180	180	480	280	1720	8
Campbell	Malcolm	AUS	240	180	180	172	180			952	30
Koerbin	Antony	NZL	203	178	180	180	180			921	40
Stowe	Tahn	AUS	236	180	180	180	113			889	43
F1B	**36 flew**		**Round 1**	**Round 2**	**Round 3**	**Round 4**	**Round 5**	**Flyoff 1**		**Total**	**Place**
Andriukov	Alex	USA	240	180	180	180	180	480		1440	1
Kulakovsky	Olag	UKR	240	180	180	180	180	444		1404	2
Stefanchuk	Stepan	UKR	240	180	180	180	180	408		1368	3
Morgan	Vin	AUS	240	180	180	180	180	263		1223	20
Hemsworth	Craig	AUS	240	180	180	180	180	0		960	29
Goodwin	Gary	AUS	240	131	180	180	180			911	31
Squires	Paul	NZL	208	143	180	180	180			891	34
F1C	**11 flew**		**Round 1**	**Round 2**	**Round 3**	**Round 4**	**Round 5**	**Flyoff 1**		**Total**	**Place**
Savukhina	Larissa	RUS	240	180	180	180	180	480	585	2025	1
Babenko	Artem	UKR	240	180	180	180	180	480	567	2007	2
Sheng	Xin Pu	CHN	240	180	180	180	180	480	454	1894	3

Photo Links:

BRIAN FURUTANI	URL: https://www.flickr.com/photos/44670670@N02/albums/72157676748361094
TOM FAITH	URL: https://www.flickr.com/photos/136383551@N04/albums/72157676992468924
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MERRY SMITH	URL: https://www.flickr.com/x/t/0092009/photos/freeflight_paparazzi/
MALCOLM CAMPBELL	URL: https://www.flickr.com/photos/motor-racing-photography/albums/72157677168531084
and SOCIAL	URL: https://www.flickr.com/photos/motor-racing-photography/albums/72157680727482535

CLUB DAY AT COOMINYA

12 March 2017



Albert Fathers E36
Archive photo



Kathy's come a long way in CLG since this shot. ***Archive photo***

Our first outdoor contest for the year was held in near perfect conditions (although very humid and warm) in the lower paddock at our Coominya field. The program listed 2 min models, A1 and CLG. And Malcolm didn't bring his camera - for the first time in 11 years!

Although there was a diversity of models eligible for the 2 minute class such as F1G, P30, F1J and OZ Diesel, the only models that were entered were E36 models. Five competed with a few flying previously untried models, using the contest as a trimming event.

Adrian Bryant had a few crashes while dialling his model in before his big flight. This very good flight had a tight spiralling climb to score an easy max. In fact it flew for 20 minutes after DT failure, with Albert Fathers diligently trotting along after it, waiting for the thermal to release it. Adrian sat out the rest of the event, happy to have his model and a max.

Graham's model performed well on his first two flights but encountered bad air on his last flight. Des also had two good flights with one disappointing score to sneak past Graham and ease into third spot. John had his new E36 which required virtually no trimming and recorded only the one max to end up in second spot.

Albert began with two maxes and deserved to win the event with an impressive power pattern and a good gliding model. The very light and variable winds made it extremely difficult to tow the A1 models. Kathy decided not to fly and Malcolm and John, and after a few attempts, retired their models so the event never got off the ground.

There were a few CLGs being test flown however, only 3 people took up the challenge to fly the event. There were some very impressive flights with great height reached as the small models rode the lift with the eagles overhead. The flight line was positioned adjacent to a large tall crop and with the variable wind direction there was a risk the models would be lost, so picking lift was compromised by waiting for a favourable wind direction.

Malcolm, Des and Kathy all turned in competitive scores with Kathy winning. Her three flights were very consistent with one landing at 2 mins 40 secs and a 7th unofficial flight after her disappointing 25 sec 6th flight recorded nearly 3 minutes! Kathy was well ahead of Des with Malcolm a further 6 seconds behind. It was suggested that Kathy should be named "Hitch Hiker" as she's so good at picking (up a) lift.

Although the contests were low key occasions there was a good turn out of members with a wide variety of models flown on the day. Des was unstoppable, trotting out 3 power models to test at the end of the day shattering the serenity of the E36 flyers. And we just made it too. The week following it looks like days of overcast sky, wind and rain. Well, the garden sure needs it.

John Lewis + Malcolm Campbell

COOMINYA 12 March 2017

CLG 3 flew

		F1	F2	F3	F4	F5	F6	Total
1	Kathy Burford	**54**	35	**60**	**55**	35	25	**169**
2	Des Slattery	26	**59**	5	**36**	25	**38**	**133**
3	Malcolm Campbell	**48**	35	30	34	**37**	**42**	**127**

E36 5 flew

		F1	F2	F3	Total
1	Albert Fathers	**120**	**120**	102	**342**
2	John Lewis	99	**120**	95	**314**
3	Des Slattery	94	65	120	**279**
4	Graham Maynard	105	110	54	**269**

INDOOR 4 March 2017

2017 Delta Dart (Club Sponsored) State Championship

A good start to the year with our first event on the calendar well supported with 8 entries. Mark and his two boys also flew their Delta Darts but did not enter the event. Over the last couple of years since we first introduced this event both participation and performance has continued to grow.

When we first flew Delta Darts, making over 30 seconds was an achievement. This year the best two scores from the **last** place getter both exceeded 30 seconds. There were a few hang ups but models were easily recovered using the 10 metre extendable pole and, being of a sturdier construction than EZB's, no damage occurred while recovering models. Des needed to leave early and put up some good flights around 50 seconds to set the early pace.

John had a new light weight model that showed promise but found obstacles around the ceiling to terminate most of his flights prematurely. Larry had more luck on his side escaping successfully from a few potential hang ups but clearly had the best performing model achieving a couple of flights of over 80 seconds. Ben had built two new models the night before - one for himself and one for his daughter Annika. Annika's model flew well from the beginning while Ben tried a number of trim changes eventually getting a good fight from his model that survived hitting most of the obstacles around the ceiling to achieve a best score over 60 seconds.

Likewise, Ron Munden had built a couple of models for the event with one being for John Taylor. Both models flew well after some initial trimming difficulties and although turning in scores that in the past would have won the event they ended up down the back of the field. Brian who often seems to wait till near the end to snatch victory couldn't manage it this year and even with half off his times over the one minute mark he was still a long way behind Larry's scores.

It was a very good start to the year with a lot of smiling faces enjoying the simple grace of slow flying model aircraft.


Larry Brownlow + trim tabs!

Name	Fl. 1	Fl. 2	Fl. 3	Fl.4	Fl.5	Fl.6	Best 2	Place
Larry Brownlow	75	**81**	**81**	77			162	1
Brian Taylor	45	57	**63**	62	**63**		126	2
Ben Lewis	18	**67**	29	**52**	24		119	3
Annika Lewis	42	26	56	**57**	**57**	41	114	4
John Lewis	23	54	50	**59**	45	**55**	114	5
Des Slattery	45	**52**	**49**	49	47		101	6
Ron Munden	23	32	37	**49**	**48**		97	7
John Taylor	28	32	34	18	22		66	8


Brian Taylor


Ben Lewis


Ron Munden

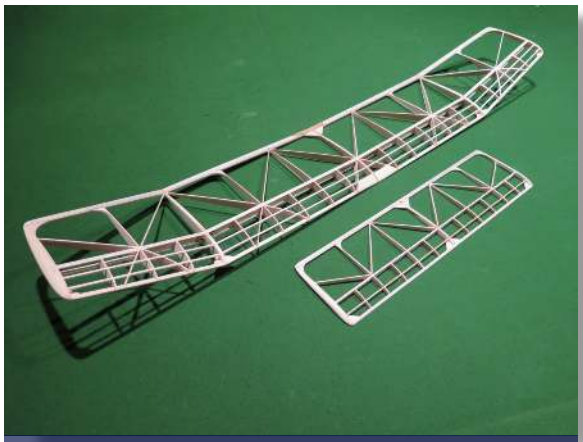

Max Armour


John Taylor

CONSTRUCTION CORNER



Malcolm's E36 - at last!



John's second E36 - it's tapered



Des's big Flamingo and standard size Tomboy



John's limited RC Widgeon



And the BIG surprise - Albert's full carbon wing F1A - wait till you see the glide



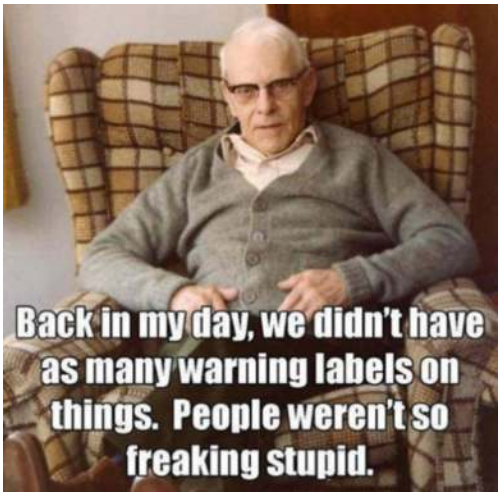
FOR SALE

Ian McEldowney has a PAW 1.49 ball race engine for sale. New in box. Offers to Ian at idle.mceldowney@gmail.com



JOKES PAGE



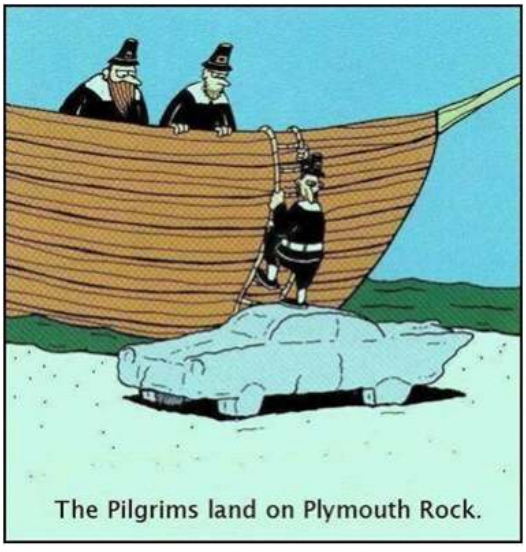


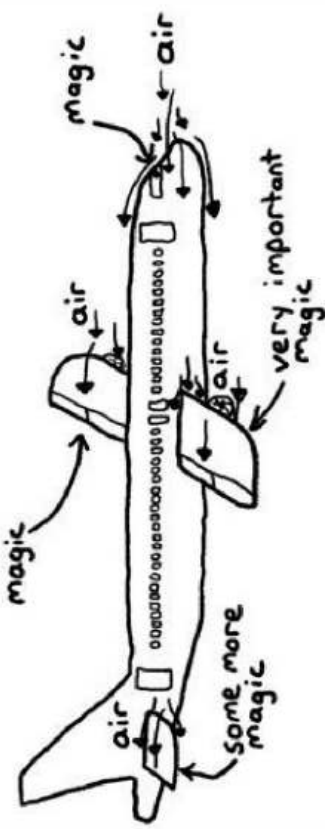
I keep hearing people talk about what they're going to do when they retire.

I'm gonna have to work right up to lunch on the day of my funeral.

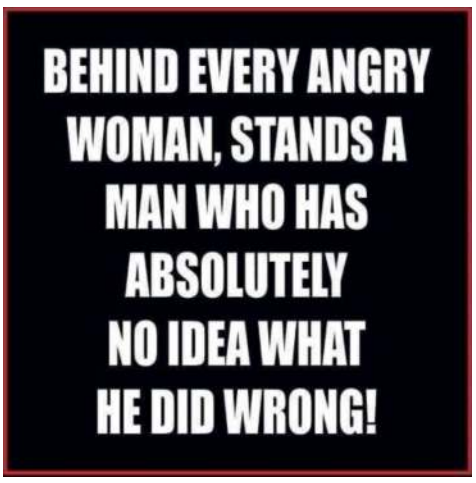












The Little Beacon – based on a True Story

Suitable for those who love adventure for ages 6 – 12

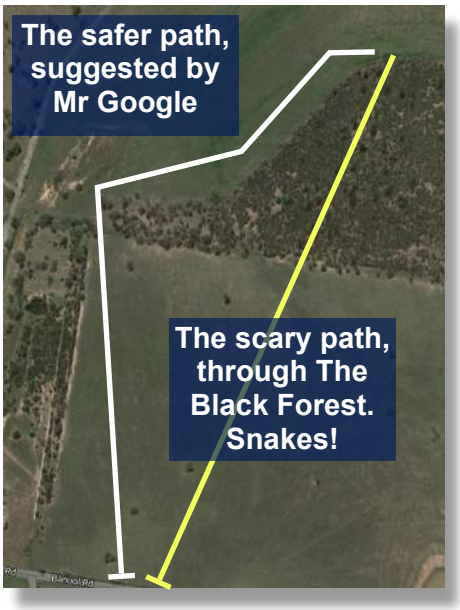
Once upon a time there was a little beacon that became bored with doing 3 minute flights on its local flying field. So its owner, Young Albert, glued down the stab of his LSq/100 vintage rubber model and the little beacon soared majestically skyward, disappearing upwards, in the general direction of The Big Blue Lake. Young Albert and his BFF, Uncle Dessy, went looking for the model later in the day after Albert had won another event. Young Albert is very clever with rubber models but not so clever when it comes to putting glue in the wrong place.



The little beacon begins its great adventure

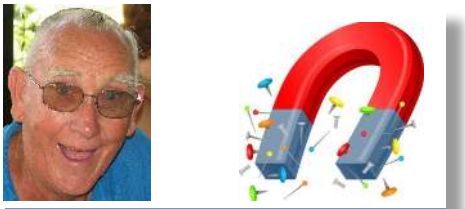
To get to The Big Blue Lake, they had to walk through The Black Forest that bordered one side of the lake. Albert's tracker went berserk, signalling the model was very near, but they spent ages walking in circles until they reasoned that the model was high up in a tree. And it was, just on the edge of a clearing. There was no hope of getting it down as it was very high and a branch had snared its wing. The little beacon's adventure had only just begun. At home, Young Albert used Mr Google to look at the map of the area and found a neat way to get back to the tree without using The Black Forest. He was scared of snakes and reckoned the forest must have been crawling with them.

So weeks later, the gallant pair returned to the big tree where the model had been found. This time they



used Mr Google's map to avoid the forest and that pleased Young Albert but he was still scared because he was sure he could hear the roar of crocodiles in The Big Blue Lake but Uncle Dessy, a bit of a bushie himself, laughed and said they were only jet skis. Young Albert was not convinced and stayed close to Uncle Dessy. Now when they first found the model high in the tree Uncle Dessy had carved a big "X" in the trunk with his trusty penknife, but the model had gone! It had been blown out of the tree by strong winds. Luckily it had not gone far. It was resting on the forest floor, its wing ajar. Overjoyed, Young Albert was pleased to have the model back in his hands, but the little beacon had vanished. A search proved futile and Young Albert decided to cut his losses, although Uncle Dessy did carve another "X", this time in the little tree where the model was found. That was smart!

So Young Albert had given the little beacon up for lost but Uncle Dessy hadn't. What could he do? He imagined scouring the forest floor with a giant magnet, scooping up all the metal that had laid there for



Uncle Dessy never stopped dreaming up new gadgets

years. That would surely include the little beacon. Well, he built such an amazing device. With much enthusiasm and just after a Fun Fly day where Uncle Dessy had brought a bootful of models and flown all of them, he and Young Albert, accompanied by Billy (one of the smartest boys in the club) and Peter (Uncle Dessy's equally clever son) formed a search party and put the magnet to work. But the little beacon could not be found.

Months went by but Uncle Dessy would not give up his desire to find the little beacon. As luck would have it, Santa gave Uncle Dessy a metal detector for Christmas. This was the Ants Pants, thought Uncle Dessy. With half a dozen dials and a big swinging gauge and flashing lights, this would surely find the little beacon. He proudly displayed his impressive gadget to all the flyers at the next flying day.



Uncle Dessy's amazing metal detector

Now Young Albert always wore tracky daks when flying but it was a hot day and snakes were on his mind, so he put on huge snake gaiters up to his knees. Albert was British and was not used to snakes that could kill you with a single bite, they frightened him. Uncle Dessy was not concerned. He always wore shorts and reckoned snakes couldn't get him because he had such hairy legs.

So Uncle Dessy and Young Albert joined up with another couple of keen searchers – Sweet Kathy, who had a bad habit of beating the boys with her planes and Malcolm, who boasted about his ability to track lost models. Uncle Dessy was supremely confident that his space-age device would find the little beacon in a jiffy. Both he and Albert were so enthusiastic, they eagerly assembled the untested device as they walked out across the field towards The Big Blue Lake, loudly reading and cross-checking their actions to the printed instructions in the handbook.

It seemed like ages to get to the trees where Uncle Dessy had carved the "X's" so long ago. It was good that he did this as all trees look the same after a while. But I did say Uncle Dessy was smart, and wise. When they got to the smaller tree, Young Albert found some blue and green rubber bands that he said had come from the model. Sweet Kathy was impressed with their optimism. Uncle Dessy fired up his electronic gadget and started sweeping the leafy forest floor. He was excited. Minutes later, he was jumping with joy. The detector was beeping and flashing – he'd found it! Young Albert scratched away the leaves and started to dig. The detector shared his enthusiasm by beeping even louder. A glint of steel and everyone lent forward as Albert pulled up a fishing hook with metal trace and lure. It looked magnificent but it was such an anti-climax. Uncle Dessy reminded the others that the day was young and that his detector was the "Ducks Guts" as it could find anything. They would soon have the little beacon.



They found a lot of stuff

Young Albert wasn't so sure, even suggesting that a bower bird may have claimed the shiny beacon to adorn its nest. Uncle Dessy soon tired of waving his detector across the ground and handed it to Malcolm who systematically started to sweep the forest floor. Twice the detector sprung into life, once heralding the discovery of a ring-pull from a soft drink can and later something much deeper underground. The search party felt that they shouldn't be digging for things they didn't want to find. To ease the tension, Uncle Dessy decided to act the goat and hide a $2 coin in the leaves. The detector went mental and he laughed and laughed. Uncle Dessy enjoyed a good joke.

But an hour went by and they hadn't found the little beacon. Had the space-age gadget been a failure? They didn't think so – Uncle Dessy always turned up to the field with groovy gadgets and he always got them to work. He was smart.

Sweet Kathy hadn't said much as she quietly searched through the leaves. "*Is this it?*" she cried, holding up a dirty and battered metal and plastic object. The little beacon had been found without its aerial and much the worse for wear. Even the birds had pecked at the battery, peppering its shiny face with dents and scratches.



Sweet Kathy finds the little beacon!



The battered little beacon

Young Albert couldn't believe it, although Uncle Dessy was aghast that his space age gadget hadn't found it. As they proudly strolled back with their prize, five wild horses galloped down to greet them in the open paddock. Dust swirled up from their thundering hooves and their manes flowed freely in the breeze. Young Albert thought the horses knew the beacon been found and wanted to join in with the excitement, but Sweet Kathy said they were just curious and hungry. Sweet Kathy understood horses and always talked to them when she saw them in the paddocks. She was not afraid of horses. Uncle Dessy thought they were after his metal detector.

What a great end to a great day. Young Albert was so excited he went straight home and soldered on a new aerial and fitted a new battery. Guess what? The little beacon worked again. And Young Albert smiled, and celebrated.

The End.

You can bite it, you can rain on it and you can stomp on it, but it keeps tracking on.

VIN MORGAN TRACKERS

Never leave home without them.



THE FRENCH CONNECTION

Photos courtesy of Frederic Nikitenko



Albert Bulatof RUS - elliptic tip F1B



Igor Vivchar's electronic timer



Burdov's flapper



Ken Faux UK tries F1J

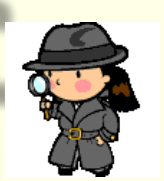


Mike Lester UK - F1C



Ukrainian F1C front end

BFFS Spy









Rubber-powered pot plant called “Self Raising Flower”. I saw it at Morrinsville NZ in October 2016. Designed and flown by John Henson



Lightning strike on a golf course. Don’t fly in storms!

Well, it surprised Peter



Howard Gostelow’s Playboy Built 1985 seen here at 1987 Rich Nats lost in 1995 at Wivenhoe





Cool Customers - Dale and William at Maryborough Aug 2006

Vale - Byron Christmas

24 October 1926 - 15 November 2016

Aged 90 Years



Byron Christmas flying night RC electric at the Maryborough Gathering August 2006

Back in 2012 Doug Moody (Airflow Magazine editor) was calling for expressions of interest to find out who was the oldest and still active member of MAAQ. It was a great pleasure for me to do an article on our oldest and active member Byron Christmas of the Maryborough Aeromodellers Club Inc.

The article that I wrote plus Byron's autobiography came out in the 2012 Christmas edition of the Airflow Magazine. Byron was 86 years young at the time. If my memory serves me correctly, Byron missed out on being the oldest and still active member of the MAAQ by about two months.

Byron's interest in aero modelling began when he found a balsa wing rib in a pile of rubbish, and he thought that he also could build model planes. Byron was twelve years of age at the time, and from that time on his passion for aero modelling grew stronger and stronger, but that was not his only passion. Byron also loved sailing, and he built a couple of sailing boats for his children. Byron also had the pleasure of taking the Helm of the great ocean racing yacht "Gretel" and what a great moment that must have been for him as he also enjoyed building and sailing model yachts, as well as astronomy.

Byron was one of the founding members of the Maryborough Aeromodellers Club back in 1962, and for his years of dedication to the club was awarded a life membership. He had many interests in all aspects of flying model aircraft which included rubber powered, free flight, and R/C aircraft, including sailplanes, slope soaring, and indoor flying.

There were a couple of humorous incidents that happened to Byron over the years, one time his beloved "Rumple stat" was ridden into the ground by a very hostile wedged tail eagle, and another funny incident was when he was doing some thermaling with his "Radian". He was circling around with some hawks and he told one of the guys standing beside him that he could not get his plane out of the thermal,. One of the members in the pits came out to the flight line, and told Byron that his plane had crashed in the cane fields across the road, and it was then he realised that he was flying one of the hawks instead.

On Wednesday 12/10/2016 Byron lost sight of his model, and by the time anyone had realised what was happening, it was too late to help, and the model was never found.

On Sunday 23/10/ 2016 Byron celebrated his 90th Birthday with his family, the day before his birthday.

On Wednesday 09/11/2016, Byron was back on the flight line with an old favourite model of his, but things did not go as planned, and he did not look well either. Byron was diagnosed with pneumonia the following day, and was admitted to hospital, but sadly Byron passed away peacefully in his sleep on the 15/11/2016 aged 90 years.

The Maryborough Aeromodellers Club Inc has lost a true gentleman and a good friend to all.

Thanks for the memories Byron.

Happy Landings

Written by Neil Brockley (President MAC Inc.)

Photos from Last Century

taken by Kevin Brenton



Howard Gostelow F1C



Pieter de Visser



Louie's cute fetchermite

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 Memorial, AFFS Champs and Tui 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
	CP	Sun 25th	8am - 2pm	Club Fun Day KKK, Frog, and ½ Hour Walking Scramble plus Vic Smeed (Prizes, no points for V Smeed)	Coominya
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 27th	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		Sun 19th	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 4 (1-02-2017)