The magazine for all those who love Free Flight

# The BFFS DIGEST

## March 2018



## In this issue:


* 2018 MaxMen at Lost Hills
* A lot happening in Construction Corner
* 70th Nationals Program
* Pilot Bear reveals all for the Digest
* 2018 Flying Calendar



**2017 - 2018 Management Committee**

| | |
|---|---|
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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.

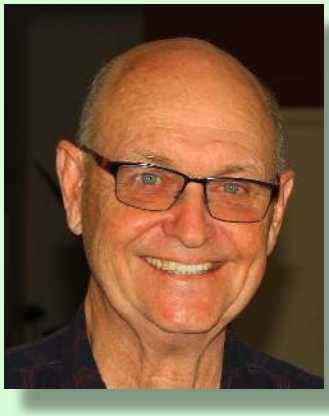
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

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

***COVER PAGE:***

***Kathy Burford was a very busy helper in Lost Hills. Apart from helping Malcolm, she launched and timed for Antony Koerbin, Rob Wallace, Tahn Stowe and, when Roy Summersby was not around, Albert Fathers.***

## PRESIDENT'S REPORT



I must admit I haven't been doing a lot modelling wise for the last few months. We have conducted our first indoor event on our program but unfortunately our first outdoor day was cancelled due to wind and rain. After a long dry spell the last few weeks have produced widespread rain and major flooding particularly in the north of our state. I haven't heard any recent reports but I assume the lake on our flying site at Coominya hasn't diminished in size at all.

Malcolm, Kathy, Albert and Craig from all accounts enjoyed their recent trip to Lost Hills. I expect there will be a full coverage and lots of photos in this edition. During the break from our local flying I came across many old photographs of our activities around twenty years ago. I was rather intrigued looking at the older models and our younger (then) club members and thought it might be good to remember those times.

Age and poor health is providing a challenge for some of our members and there may be a need to structure our program to accommodate this issue. Presently E36 has created a lot of interest but some are concerned the search for improved performance may limit the growth of this class. Presently the marginal 2 minute performance works well for our limited local flying site and the power can be easily accommodated by the non-expert. It may not be a fair comparison with the evolution of 1/2A style models to F1J with F1J struggling to attract a large following.

It's hard to stop progress and Free Flight competition has always been about improving performance. However, with our small numbers it would be difficult to split the class. So much will be happening in the next month or so with Dale's fun day at the end of this month, AFFS and Nationals next month and our State Champs for F1A, B and C at Dalby the following month.

I guess the holiday is over and it's time to start checking over our models for this year's events.

Cheers *John Lewis*

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**Articles for the June edition of the BFFS Digest would be much appreciated.**

**Editor**


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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



Well we're 3 months into 2018 and I've done more building than I've done in many years. This all came about because my E36 flew away, and I really liked that model and the class in general. So I've just completed a Joulebox (funny name) and decided I'd build another Apache, not like the one I lost but its successor, an Apache II, and this one's for Kathy. I plan to build a second Apache, for myself, unless I wear myself out with my current building splurge.

Graham Maynard has also constructed his second E36 and this one is quite unusual. You will see a few photos of it in this Digest. Both he and Larry Brownlow have done what I failed to do, they both built models around 125 g RTF. Unbelievable. E36 will become a very popular class and the 70th Nationals are promoting it. There is a strong chance there might be 16 or more E36 entrants at West Wyalong.

I'm looking forward to the Nationals, and the lead-up AFFS Champs at Narrandera. Albert and I will be flying in 4 World Cup events for F1A, and Craig will be doing the same in F1B.

Kathy, Craig, Albert and I all enjoyed our visit to Lost Hills last month and we both came back with good F1A and F1B scores, well at least one good F1A or F1B score each. I hope you enjoy my report on Fab Feb, the best week long celebration of free flight in the world.

*Cheers,*
*Malcolm Campbell*

# LETTERS TO THE EDITOR:

Early Merry Christmas Mal, and to one and all. Thanks for the newsletter. Just skipped through it, and another great job. Cheers, Howard G

Hi Malcolm
Well once again a great mag.
Thanks for all the effort you put into it.
I am sure everybody who receives it enjoys it.
William & Dale

Great read thanks Malcolm. Another couple of years working my arse off, then back to some FF. Cheers for helping me to keep up with goings on!
Phil Smith NZ

Malcolm, Great issue. You set the bar very high indeed on the quality of your publication. Based upon your recommendation, I have obtained a copy of PagePlus X9 and am using it to put together my upcoming issue of our own PMAC newsletter. I like the software quite a bit, but am still early on the learning curve so I am sure my work speed will improve. Thanks for sending the early present and hope you and yours have a wonderful Christmas and New Year.
Bruce Grawburg (Phoenix Model Airplane Club, Arizona)

Once again a good read on your magazine. Rob Wallace NZ

Great Digest as usual with great photos and articles. Cheers, John DT

I simply had to let you know how very much I enjoyed this issue of the newsletter; it has to be one of the best you have done. I enjoyed every bit of it especially the reasonable amount of humour injected here and there. I also apologise for not being able to do more to fill up photographic space but as you know, the Swine 'flu has really diminished my capabilities this year in building, e-mailing and even waking up! Anyway, thanks again Malcolm for the very enjoyable digest. You are a true Aero Modeller! All the best to you both, and have a great Christmas. Please give our best wishes to all the troops. John and Kath French

Hot diggity dog - finding the latest BFFS newsletter in my inbox - a great early Xmas present. I was particularly pleased to read Karl Hube's comments re our club activities - It's rewarding to read that things we are doing here are benefiting fellow free flighters on the other side of the world. The article by Don Slusarczyk using hobby planes to produce thin balsa for F1L blades was also very interesting. Added to the other articles, statistical comparisons with past LSq/100 and No Frill Wakefield events, Jim Fullarton, heaps of photos and a sprinkling of jokes etc - the list goes on.

I know I have commented on the diversity previously but I think your newsletters continue to improve with each edition and I find it difficult to stop reading it until I have got to the end. Although it's primarily a club newsletter I think it's fair to say your efforts are appreciated by the free flight community all over the world.
Cheers John Lewis

# BFFS MEMBERS HAVE FUN IN LOST HILLS CALIFORNIA

*Report and photos by Malcolm Campbell*
*Thanks also to Brian Furutani for his excellent photos*



The flyers' RVs gather for the week. Flight lines extend out above, below and right of the RVs. Photo taken before events

While twelve Aussies attended Fabulous February (Fab Feb) in Lost Hills California this year, four of them were from the BFFS. Queensland flyers have made the 14 hour flight over many times - Malcolm Campbell (8 times), Albert Fathers and Kathy Burford (both 6 times) and Craig Hemsworth (at least 3 times). We all enjoy the top level of competition and the comradery and great social times afforded outside of the competition.

To compete against 200 flyers from 30 countries in what is perhaps the biggest free flight event world-wide apart from the World Championships is truly a great experience. Lost Hills is about 2.5 hours NNW (150 miles) of Los Angeles.

The weather was probably different from any other Fab Feb year in that it was different for every event. These conditions provided challenging flying conditions, often with large fly-offs but great contests were enjoyed with fair sporting results. This year we saw a large group of both senior and junior flyers from China.

Three World Cup events were flown for the major classes, these being the Kiwi Cup, the North American Cup and the premier event Maxmen.

The first weekend of competition also included the Isaacson Winter Classic so the air was also full of nostalgic power models, classic gliders, vintage rubber models and many classes unique to the AMA classifications. I for one missed the opportunity to take it all in but, when you're competing, there isn't much time. In the past, I seemed to be everywhere with my camera and could still get back for the comps. Now it seems too much to do. Perhaps I'm more serious about results, and perhaps I'm a tad older.

Once again this year the weather was kind to the organisers with temperatures varying from zero to 20 degrees C, and this is warmer than it has been in the earlier years I've attended. Thankfully there wasn't a spot of rain in the nine days of competition, as California remains in a severe drought.

We all found our feet on the first weekend of **Kiwi Cup** events. The 4 min first round in F1A evaded Albert and we both weren't getting the hang of it in the windy conditions. A 90




Randy Secor's Crescendo thunders skyward




Didier Chevenard launches in F1E

minute hold after R4 saw no reduction in wind speed and there certainly was some carnage leading up to it, with models damaged in flight line crashes, wings broken in launches and some truly heroic launches as well. Phil Mitchell made the fly off.

Vin Morgan and Paul Rossiter maxed out in F1B but Craig Hemsworth was caught out in rounds 1 and 5. Roy Summersby also maxed out in F1C but failed to set the DT correctly in the fly-off, DTing in the 7 min fly-off at 5 minutes!

Not much wind for F1H so Kathy Burford suffered, making just one max and spending a lot of time on the ground with fickle wind changes. Phil Mitchell apart from a poor R1 maxed all other rounds.

Roy Summersby and Tahn Stowe also had some low scores in F1J. Kathy and I ran over to the glider pen straight after our F1H event finished for the last hour of CLG. This had been running all day and we got the cool part of the day, so our scores weren't great. I damaged one model and scored 84 secs in my final flight. Too much to do in one day.

On Tuesday, while the field was littered with groups of flyers testing, the ladies enjoyed the Ladies Tea Party. The event was well received in perfect weather and has been growing each year.

The **North American Cup** was flown to 5 rounds, in the hope that it would be all over before dark. It wasn't, with A, B and C returning the next morning for a second fly –off. Albert did well in F1A, maxing all bar the first round. I wasn't so lucky being clocked off in R2 at 179 secs (thanks Kathy) and then joining over a dozen other flyers in a massive downer in R4. Phil Mitchell enjoyed two fly-offs to place 11th out of 61 flyers. Paul Rossiter topped the Aus F1B flyers making both fly-offs with Vin Morgan making the first FO. Craig Hemsworth's bad luck continued with two dropped rounds.

Roy Summersby remembered to set his timer correctly and made both F1C fly-offs to place second, just 22



Kathy, Albert and Vin found the fly-offs a bit chilly



Alex Andruikov is great to watch in fly-offs




Ralph Ray dominated all E36 events



Phil Mitchell loads up



Roy Summersby in the 1st F1C fly-off



Enes Pecenkovic launches wife Jasna's Super Talon



The Brits were at all the social events




Some of the ladies at the Ladies Tea Party



Paul and Kathy Rossiter had a successful week in F1B

seconds off the winner Canadian Yury Shvedenkov. Gary Pope completed all flights but dropped R4.

Peter Alllnutt and Tony Mathews put on the usual drinks and nibbles, with roses for the ladies (Valentine's Day). Kathy and I helped tidy up in the cold air around 7.30 pm.

The Chinese put on an excellent Dumpling evening on Thursday with dumplings, fish balls and a Spam-like product ably cooked by Yuan Gao. Kathy, Tanya Buskell and Noels took lessons in making dumplings. It was an excellent event. Kathy, the Koerbins and I went on to Gabby's, the local Mexican restaurant, for a great evening. We filled Gabby's and afterwards went on for sweets at Denny's – a true progressive dinner!

**MaxMen** commenced on Friday, with F1B and F1C being flown. Craig and Vin really performed, maxing all rounds and making both fly-offs. In the end Vin placed 3 seconds ahead of Craig but sill 3 minutes behind the major place getters.

Roy Summersby did well until R6 when his model drifted out of lift, shuffling hi down to 14th place. Gary



XinPu Sheng teaches Kathy how to make dumplings



League of Nations at Gabby's Mexican restaurant

Pope dropped 3 rounds for a low score but he still enjoyed the week.

Friday evening was the America Cup banquet where all the US flyers received awards for the year just past. It was a great night with good food although there were a few worn out competitors with a few keen to get home early. As it was the President's holiday weekend, Craig and Albert had to depart early to get the RV back, spoiling Albert's chance to compete in F1A. As it turned out, Albert wasn't up for towing in light breeze and there was no breeze for the first 3 rounds so he didn't miss much. I test-towed at 7 am in no breeze and zero degrees. It was going to be a tough day.

Phil MItchell made the first of 3 fly-offs and I missed R1 by 23 seconds, placing us 21st and 29th respectively. Amazingly 5 made the evening 10 minute second fly-off, and Aviv Balassiano got above the elusive inversion layer the next morning to win convincingly.

The Minis were flown on Sunday. Strong winds threatened to curtail the events but enthusiastic competitors spiked the events into action by driving out to the edge of the field near the orchards, where the breeze was less than 9 m/sec. It did improve and all events were flown. I had Kathy's F1H trimmed by R5 (must do that on a lay day next time) where Kathy's final flight landed after 4 minutes, DTing at 2 minutes. Per Findahl went on to win, after successfully repairing major damage repair incurred during R4. Very few risked circle towing and this who did launched after one confirming circle.

And so ended an excellent week of flying where the social aspects exceeded the competitions, in Kathy's and my eyes. Fab Feb is definitely the best free flight gathering on the planet. We returned home the following day with my bag brimming with E36 bits for myself and four other club members.





Two shots of Craig Hemsworth launching in F1B



Current F1A launch styles



Why do timed models always fly into the sun at Lost Hills?



Little 9 year old Xiangxue Ji placed 2nd in Maxmen F1G

**KIWI CUP F1A 62 flew**

| Place | Family Name | Given Name | | R1 | R2 | R3 | R4 | R5 | FO 1 | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Balassiano | Aviv | ISR | 240 | 180 | 180 | 180 | 120 | 473 | 1373 |
| 2 | Kosonozhkin | Mikhail | RUS | 240 | 180 | 180 | 180 | 120 | 429 | 1329 |
| 3 | Halbmeier | Dirk | GER | 240 | 180 | 180 | 180 | 120 | 422 | 1322 |
| 4 | Mitchell | Phil | AUS | 240 | 180 | 180 | 180 | 120 | 404 | 1304 |
| 27 | Stowe | Tahn | AUS | 227 | 180 | 180 | 180 | 120 | | 887 |
| 39 | Wallace | Robert | NZL | 240 | 180 | 180 | 180 | 57 | | 837 |
| 42 | Campbell | Malcolm | AUS | 175 | 162 | 180 | 155 | 120 | | 792 |
| 57 | Fathers | Albert | AUS | 119 | 65 | 122 | 180 | DNF | | 486 |

**Kiwi Cup F1B 52 flew**

| Place | Family Name | Given Name | | R1 | R2 | R3 | R4 | R5 | FO 1 | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Mathews | Tony | CAN | 240 | 180 | 180 | 180 | 120 | 487 | 1387 |
| 2 | Andriukov | Alexander | USA | 240 | 180 | 180 | 180 | 120 | 481 | 1381 |
| 3 | Vivchar | Igor | UKR | 240 | 180 | 180 | 180 | 120 | 473 | 1373 |
| 4 | Morgan | Vin | AUS | 240 | 180 | 180 | 180 | 120 | 452 | 1352 |
| 30 | Rossiter | Paul | AUS | 240 | 180 | 180 | 180 | 120 | 164 | 1064 |
| 40 | Hemsworth | Craig | AUS | 154 | 180 | 180 | 180 | 91 | | 785 |
| 42 | Squires | Paul | NZL | 240 | 103 | 180 | 146 | 97 | | 766 |

**Kiwi Cup F1C 19 flew**

| Place | Family Name | Given Name | | R1 | R2 | R3 | R4 | R5 | FO 1 | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Savukhina | Larisa | RUS | 240 | 180 | 180 | 180 | 120 | 397 | 1297 |
| 2 | Mathis | Richard | USA | 240 | 180 | 180 | 180 | 120 | 383 | 1283 |
| 3 | Babenko | Artem | UKR | 240 | 180 | 180 | 180 | 120 | 373 | 1273 |
| 7 | Summersby | Roy | AUS | 240 | 180 | 180 | 180 | 120 | 310 | 1210 |
| 19 | Pope | Gary | AUS | 240 | DNF | DNF | DNF | DNF | | 240 |

**Kiwi Cup F1H 17 flew**

| Place | Family Name | Given Name | | R1 | R2 | R3 | R4 | R5 | FO 1 | FO 2 | FO 3 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Balassiano | Aviv | ISR | 300 | 120 | 120 | 120 | 120 | 300 | 420 | 420 | 1920 |
| 2 | Jensen | Blake | USA | 300 | 120 | 120 | 120 | 120 | 300 | 420 | 262 | 1762 |
| 3 | Reshef | Ziv | ISR | 300 | 120 | 120 | 120 | 120 | 300 | 150 | | 1230 |
| 12 | Mitchell | Phil | AUS | 125 | 120 | 120 | 120 | 120 | | | | 605 |
| 17 | Burford | Kathy | AUS | 102 | 71 | 57 | 120 | 30 | | | | 380 |

**Kiwi Cup F1G 20 flew**

| Place | Family Name | Given Name | | R1 | R2 | R3 | R4 | R5 | FO 1 | FO 2 | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Brocks | K Peter | USA | 300 | 120 | 120 | 120 | 120 | 300 | 300 | 1380 | |
| 2 | Gorban | Evgeny | UKR | 300 | 120 | 120 | 120 | 120 | 300 | 280 | 1360 | |
| 3 | Jones | Ryan | USA | 300 | 120 | 120 | 120 | 120 | 217 | | 997 | |
| 12 | Squires | Paul | NZL | 122 | 120 | 120 | 120 | 120 | | | 602 | |

**Kiwi Cup F1J 10 flew**

| Place | Family Name | Given Name | | R1 | R2 | R3 | R4 | R5 | FO 1 | FO 2 | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Faux | Kenneth | GBR | 300 | 120 | 120 | 120 | 120 | 300 | 420 | 1500 | |
| 2 | Ashworth | Hayden | USA | 300 | 120 | 120 | 120 | 120 | 300 | 46 | 1126 | 1st Junior |
| 3 | Kanegawa | Shigeru | JPN | 300 | 120 | 102 | 102 | 120 | | | 744 | |
| 7 | Stowe | Tahn | AUS | 39 | 120 | 120 | 120 | 120 | | | 519 | |
| 8 | Summersby | Roy | AUS | 67 | 120 | 50 | 120 | 120 | | | 477 | |




Kiwi Cup F1A winners



Kiwi Cup F1H winners

## North American Cup F1A 61 flew

| Place | Name | | Nat | R1 | R2 | R3 | R4 | R5 | FO1 | FO2 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Lesko | Robert | CRO | 240 | 180 | 180 | 180 | 240 | 360 | 404 | 1784 |
| 2 | Findahl | Per | SWE | 240 | 180 | 180 | 180 | 240 | 360 | 400 | 1780 |
| 3 | Halbmeier | Dirk | GER | 240 | 180 | 180 | 180 | 240 | 360 | 398 | 1778 |
| 11 | Mitchell | Phil | AUS | 240 | 180 | 180 | 180 | 240 | 360 | 265 | 1645 |
| 14 | Koerbin | Antony | NZL | 240 | 180 | 180 | 180 | 240 | 360 | 211 | 1591 |
| 32 | Stowe | Tahn | AUS | 240 | 152 | 180 | 180 | 240 | | | 992 |
| 35 | Fathers | Albert | AUS | 198 | 180 | 180 | 180 | 240 | | | 978 |
| 51 | Wallace | Robert | NZL | 240 | 180 | 180 | 180 | 87 | | | 867 |
| 54 | Campbell | Malcolm | AUS | 183 | 179 | 180 | 57 | 240 | | | 839 |

## North American Cup F1B 57 flew

| Place | Name | | Nat | R1 | R2 | R3 | R4 | R5 | FO1 | FO2 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Nouvian | Richard | FRA | 240 | 180 | 180 | 180 | 240 | 360 | 501 | 1881 |
| 2 | Kulakovsky | Oleg | UKR | 240 | 180 | 180 | 180 | 240 | 360 | 490 | 1870 |
| 3 | Stefanchuk | Stepan | UKR | 240 | 180 | 180 | 180 | 240 | 360 | 465 | 1845 |
| 14 | Rossiter | Paul | AUS | 240 | 180 | 180 | 180 | 240 | 360 | 313 | 1693 |
| 18 | Squires | Paul | NZL | 240 | 180 | 180 | 180 | 240 | 280 | 0 | 1300 |
| 19 | Morgan | Vin | AUS | 240 | 180 | 180 | 180 | 240 | 276 | 0 | 1296 |
| 52 | Hemsworth | Craig | AUS | 240 | 180 | 180 | 87 | 209 | 0 | 0 | 896 |
| 54 | Morrell | Roger | NZL | 240 | 180 | 180 | 109 | 136 | 0 | 0 | 845 |
| 57 | Wallace | Robert | NZL | 0 | 0 | 0 | 173 | 0 | 0 | 0 | 173 |

## North American Cup F1C 21 flew

| Place | Name | | Nat | R1 | R2 | R3 | R4 | R5 | FO1 | FO2 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Shvedenkov | Yury | CAN | 240 | 180 | 180 | 180 | 240 | 360 | 417 | 1797 |
| 2 | Summersby | Roy | AUS | 240 | 180 | 180 | 180 | 240 | 360 | 395 | 1775 |
| 3 | Parker | Faust | USA | 240 | 180 | 180 | 180 | 240 | 360 | 381 | 1761 |
| 19 | Pope | Gary | AUS | 240 | 180 | 180 | 132 | 240 | 0 | | 972 |



Kiwi Paul Squires did very well placing 18th in F1B



Yury Shvendenkov (CAN) won F1C



Phil “ubers “Mikhail Kosonozhkin back to the flight line



North American Cup trophies

## MaxMen F1A 63 flew

| Place | Name | Nat | R1 | R2 | R3 | R4 | R5 | R6 | R7 | FO1 | FO2 | FO3 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Balassiano, A | ISR | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 360 | 600 | 385 | 2665 |
| 2 | Malila, L | SUI | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 360 | 600 | 221 | 2501 |
| 3 | Parker, J | USA | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 360 | 600 | 218 | 2498 |
| 21 | Mitchell, P | AUS | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 210 | | | 1530 |
| 29 | Campbell, M | AUS | 217 | 180 | 180 | 180 | 180 | 180 | 180 | | | | 1297 |
| 37 | Koerbin, A | NZL | 240 | 180 | 180 | 180 | 180 | 151 | 147 | | | | 1258 |
| 38 | Wallace, R | NZL | 240 | 180 | 180 | 180 | 180 | 180 | 112 | | | | 1252 |
| 55 | Stowe, T | AUS | 240 | 124 | 88 | 180 | 180 | 180 | 102 | | | | 1094 |

## MaxMen F1B 64 flew

| Place | Name | Nat | R1 | R2 | R3 | R4 | R5 | R6 | R7 | FO1 | FO2 | FO3 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Malkhasyan, S | USA | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 360 | 473 | | 2153 |
| 2 | Nishizawa, M | JPN | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 360 | 450 | | 2130 |
| 3 | Lu, H | CHN | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 360 | 445 | | 2125 |
| 22 | Morgan, V | AUS | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 360 | 268 | | 1948 |
| 23 | Hemsworth, C | AUS | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 360 | 265 | | 1945 |
| 25 | Squires, P | NZL | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 360 | 256 | | 1936 |
| 38 | Rossiter, P | AUS | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 268 | | | 1588 |
| 53 | Wallace, R | NZL | 240 | 180 | 169 | 157 | 163 | 180 | 180 | | | | 1269 |
| 57 | Morrell, R | NZL | 240 | 180 | 180 | 180 | 115 | 180 | 180 | | | | 1255 |

## MaxMen F1C 20 flew

| Place | Name | Nat | R1 | R2 | R3 | R4 | R5 | R6 | R7 | FO1 | FO2 | FO3 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Babenko, A | UKR | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 360 | 480 | | 2160 |
| 2 | Mennano, G | USA | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 360 | 414 | | 2094 |
| 3 | Shvedenkov, Y | USA | 240 | 180 | 180 | 180 | 180 | 180 | 180 | 360 | 403 | | 2083 |
| 14 | Summersby, R | AUS | 240 | 180 | 180 | 180 | 180 | 153 | 180 | | | | 1293 |
| 19 | Pope, G | AUS | 240 | 180 | 105 | 180 | 84 | 142 | 180 | | | | 1111 |

## MaxMen F1G 6 flew

| Place | Name | Nat | R1 | R2 | R3 | R4 | R5 | Total |
|---|---|---|---|---|---|---|---|---|
| 1 | Baruch, A | ISR | 120 | 120 | 120 | 120 | 120 | 600 |
| 2 | Ji, X (JR) | CHN | 108 | 70 | 120 | 120 | 120 | 538 |
| 3 | Nouvian, R | FRA | 120 | 38 | 120 | 120 | 120 | 518 |

## MaxMen F1H 8 flew

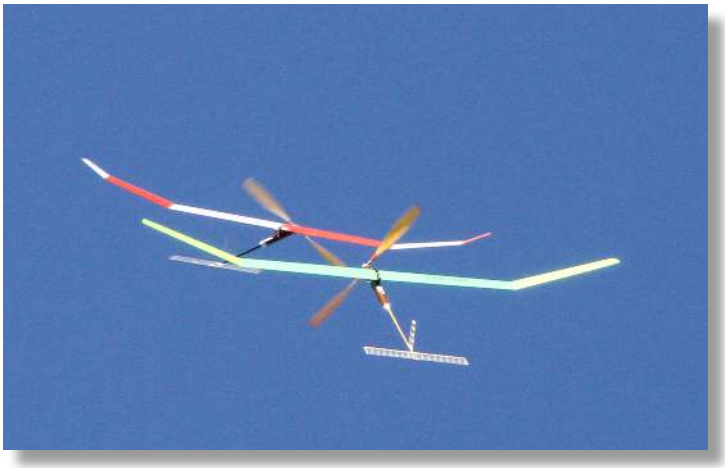
| Place | Name | Nat | R1 | R2 | R3 | R4 | R5 |
|---|---|---|---|---|---|---|---|
| 1 | Findahl, P | SWE | 120 | 120 | 120 | 120 | 120 |
| 2 | Jensen, B | USA | 120 | 88 | 120 | 120 | 120 |
| 3 | Lavis, B | GBR | 120 | 59 | 120 | 120 | 120 |
| 7 | Burford, K | AUS | 41 | 40 | 51 | 71 | 120 |

## MaxMen F1J 2 flew

| Place | Name | Nat | R1 | R2 | R3 | R4 | R5 |
|---|---|---|---|---|---|---|---|
| 1 | Parker, F | USA | 120 | 120 | 120 | 120 | 120 |
| 2 | Sahkberg, P | USA | 0 | 64 | 62 | 120 | 120 |



None run faster than Aviv Balassiano (ISR)



F1Bs, crossing over



Aviv Balassiano had a wonderful week

# INDOOR 2018



## BFFS SPONSORED DELTA DART COMPETITION

**4 March 2018**

*report and photos by John Lewis*



Happy Des Slattery

Our first event for the year was well attended and held again at the BSHS sports hall. We had six contestants in the Delta Dart competition while Van Richards-Smith used the opportunity to trim his peanut scale entry for the Nationals next month. Recently the cost of hiring our indoor facility has increased significantly threatening the continuation of our indoor program. Fortunately our request to MAAQ for help with the hiring costs was successful ensuring we can continue with this part of our flying program.

Des was keen to record his official flights at the start of the afternoon and quickly posted a first flight time of 46 seconds and followed it up with 51 seconds. John was having some trimming problems before resorting to his reserve model posting a good time of over a minute on his first official flight. Both Ben and daughter Annika were also having problems with models out of trim suggesting the very warm humid conditions may have been responsible. However, Larry seemed to have no such problems and only needed 3 flights to take an unassailable lead.

Ron's models were also under-performing but it seemed Ron was suffering more than his models from the heat. After 5pm the skies darkened and the sounds of thunder indicated a storm was approaching probably accounting for the humid conditions. Apart from the temperature it was a very enjoyable afternoon's flying with many impressive flights and no hang ups.

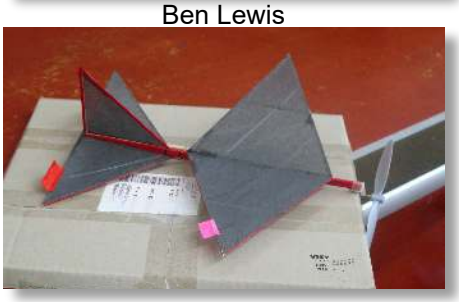
The Delta darts are the simplest of design but, built lightly and with the correct rubber selection, provide a rewarding experience. Sadly Brian's dad passed away a few days prior to the event so understandably Brian missed this occasion. Our next indoor meet will be the HLG/Catapult MAAQ State Champs Saturday 28th April so mark it in your diary and get along for an enjoyable afternoon's of indoor flying.



Ben Lewis



Annika Lewis





Two of Larry Brownlow's very efficient Delta Darts



Ron Munden worked up a sweat

## DELTA DART RESULTS

| Name | F1 | F2 | F3 | F4 | F5 | F6 | Best 2 |
|---|---|---|---|---|---|---|---|
| Larry Brownlow | **79** | **83** | 77 | | | | 162 |
| John Lewis | **76** | 42 | 50 | 68 | **76** | 45 | 152 |
| Des Slattery | 46 | 51 | **53** | **53** | 24 | 30 | 106 |
| Annika Lewis | 31 | 35 | 45 | 45 | **48** | **48** | 96 |
| Ben Lewis | 40 | 34 | 31 | 28 | 23 | 29 | 74 |
| Ron Munden | **39** | **24** | | | | | 63 |



Winners Larry Brownlow and John Lewis



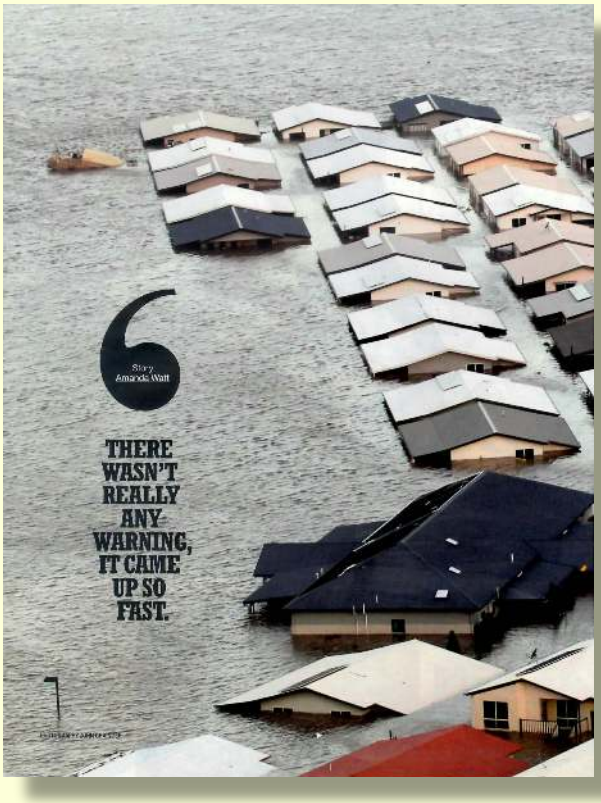
Club member John Taylor went to New Plymouth on the north island of New Zealand recently and came away with 1st place in the Sport Jet class with a speed of 153 mph. Yes, I know it's not free flight but here's a photo of some of the New Plymouth club's CLG flyers



# Seven years ago



The photo above of the Bremer Waters Village's lovely pool, some of its gardens and the river below it was taken in December 2018 . It was taken from the deck where we have our annual club Christmas Party. If I tried to take it in January 2011 I might have drowned! Then, the water level rose an incredible 15 metres during a torrential downpour that covered more than half the State of Queensland. The photo on the right shows a large building with a deck on its left. That is where I took my recent photo. It's hard to comprehend. The clean-up was enormous.



**70th MAAA NATIONAL CHAMPIONSHIPS 23rd-30th APRIL, 2018. OFFICIAL PROGRAM OF EVENTS. 12/10/2017**

| DATE | SOCIAL EVENTS | REGISTRATION CENTRE. FF & RC INDOOR WW STADIUM | C/L AEROBATICS GRASS REDMAN OVAL | C/L SPEED, RACING WW AIRPORT | C/L COMBAT, RACING AB FIELD | FF OUTDOOR AB FIELD | RC OLD TIMER AB FIELD | RC HELICOPTER GUN CLUB | RC PYLON RACING WW AIRPORT F/L B | RC PATTERN & SCALE WW AIRPORT F/L C | RC GLIDER WW AIRPORT F/L A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon 23rd APRIL | 6pm OPENING CEREMONY. 7pm Indoor RC | REGISTRATION & PROCESSING 8am - 3 pm MON-FRI | PRACTICE | PRACTICE | PRACTICE | PRACTICE | PRACTICE | | | PRACTICE | PRACTICE |
| Tue 24th APRIL | | OPEN RUBBER & PEANUT SCALE 6-9pm (practice 3-5pm) RC SCALE STATIC JUDGE 8am-3pm | F2B AEROBATICS ADV & EXP 9am-4pm | COMBINED & JET SPEED 9pm-5pm | JNR COMBAT, F2D COMBAT 8am-5pm | F1C, F1A, OPEN RUBBER 8am-2pm | 1/2A TEXACO 10am-1pm, STD DURATION 1.30pm-5pm | | | PRACTICE | F3K R/C HLG, OPEN THERMAL 9am-5pm |
| Wed 25th APRIL | ANZAC DAY DAWN SERVICE | F1D, F1L, 6pm-9pm (practice 12-5pm) FF SCALE STATIC JUDGE 8am-12pm | F2B AEROBATICS ADV & EXP 10am-4pm | F2C T/ RACE (heats 1&2) CLASS 2 T/ RACE 9-5pm | 1/2a COMBAT 8am-5pm | VINTAGE POWER, OPEN POWER 8am-12pm | DURATION 1pm-5pm | | F5J PRACTICE | F4C,F4H, F4G, OPEN & CLUBMAN 9am-5pm | F3K R/C HLG, OPEN THERMAL 9am-5pm |
| Thu 26th APRIL | | IHLG, ICLG, HANGAR RAT & H/R SCRAMBLE 6pm-9pm | F2B AEROBATICS ADV & EXP 9am-4pm | F2C T/ RACE (heats 3&4) F2C FINALS, F2F T/ RACE 11am-5pm. | VINTAGE A T/ RACE 8am-11am | F4A SCALE 8am-11am F1B 8am-2pm | Sport/Cabin SCRAMBLE 9.30am-10am TEXACO 11am-5pm | PRACTICE | | F4C,F4H, F4G, OPEN & CLUBMAN 9am-5pm | F5J GLIDER 9am-5pm |
| Fri 27th APRIL | SWAP MEET AUCTION INDOOR STADIUM 6pm-9pm | LAST DAY TO REGISTER. | F2B AEROBATICS ADV & EXP. 9am-4pm | OPEN RAT RACE, SNR 2.5cc R/R Classic FAI T/ RACE 11am-5pm | JNR 2.5cc R/ RACE 8am-10am | SCRAMBLE 7.30am-8.30am HLG, CLG,DLG 9am-11am E 36 (9am-2pm) | GORDON BURFORD EVENT 10am-1pm, NOSTALGIA 1.30pm-5pm | F3C SPORTSMAN, ADVANCED, EXPERT. F3N 9am-5pm | PYLON SETUP, PYLON PRACTICE | F4C,F4H, F4G, OPEN & CLUBMAN 9am-5pm | F5J GLIDER 9am-5pm |
| Sat 28th APRIL | NIGHT SCRAMBLE 6pm-7pm & BBQ A B FIELD | CLOSED | CLASSIC STUNT 9am-4pm | F2A SPEED 9am-5pm | CLASSIC B T/ RACE, BENDIX 8am-5pm | P30, F1J VINTAGE RUBBER & GLIDER 8am-2pm | 2cc DURATION 10am-1pm '38 ANTIQUE, 1.30pm-5pm | F3C SPORTSMAN, ADVANCED, EXPERT. F3N 9am-5pm | Q500 9am-11.30am Lunch. F3D 12pm-2.30 F400 & F3T 2.30pm-5pm | F3A PATTERN EXPERT, ADVANCED, SPORTSMAN 9am-5pm | OPEN ELEC GLIDER, F3B GLIDER 9am-5pm |
| Sun 29th APRIL | | CLOSED | VINTAGE STUNT 9am-4pm | GOODYEAR, 27/10 GOODYEAR. 9am-5pm | OPEN COMBAT 8am-5pm | F1H, F1G OZ DIESEL (8am-2pm) | OLD TIMER GLIDER 10am-2pm | F3C SPORTSMAN, ADVANCED, EXPERT. F3N 9am-5pm | Q500 9am-11.30am Lunch. F3D 12pm-2.30 F400 & F3T 2.30pm-5pm | F3A PATTERN EXPERT, ADVANCED, SPORTSMAN 9am-5pm | F5B ELEC GLIDER, F3B GLIDER 9am-5pm |
| Mon 30th APRIL | Celebration DINNER West Wyalong Services & Citizens Club | CLOSED | RESERVE DAY | F4B C/L SCALE 9am-1pm | VINTAGE COMBAT 8am-5pm | RESERVE DAY | RESERVE DAY | RESERVE DAY | F5D 9am-5pm | RESERVE DAY | F5B ELECTRIC GLIDER 9am-5pm |

# 67 YEARS AGO and still flying! DES SLATTERY FILED THIS REPORT FROM 1951

December, 1951

## *Queensland Notes*

From Arthur Gorrie

**Sec. N.M.A.A.**
**604 Stanley St., Brisbane**

**ED:** Arthur Gorrie was a good typist. The scanner appears to have confused a few words though!

[ welt e members of the N.M.A.A. will be going to Camden for the Nats as a direct result of the enthusiasm for the Nats instilled into members.

They are Sam Holmes, Frank Parish, Noel Phillips, Maurice Bradney, Roger Nielson, Burton Searle, Col Somers, Arthur Currie, Tony Paul, I ins Cassidy, Bob Turner and John Kelly.

Don Adams, eminent Queensland Radio Control enthusiast, is almost certain to be there, providing bushfires and other hazards of drought do not [niacin hiin. Don will make a total of 13 N.M.A.A. members attending, Most N.M.A.A. strength will be in Free Flight.

Pending leave situation in Autberley Air Force Station a further three stunt members of the *N.M.A.A.* may make the "Big Show."

We are giving a demonstration at their station. The N.M.A.A. versus the R.A.1.F. and this may have some effect on their being able to go. This will then make N.M.A.A. attendance 16. We seem to be the tout enthusiastic about the Nats up here.

\oung Ken Castle of the Stardusters is a good little simnel , and Freddie Burgess of the same club will probably have a go at Speed, Team and Stunt. Fred won the 1950 Speed Champs at Archerlield. Col Somers won the 1951 at Mitchelton with the M.S., which will be coining to S}dney. We will be leaving Brisbane on the 27th December by train. Much frantic building is going on up here and midnight and worse oil is being used.

Six members of the N.M.A.A. **gave** a demonstration at Roscw,aod, about forty miles from Brisbane, on the 24th November. A demonstration will be given on Wednesday night, 5th December, in a cavalcade of sport and on the 9th December a big demo. at Amberley. Don Adams will be down with his Radio job — the new one — 9 ft. 4 in. Hoosier Hotshot. I don't think there will be much official Hying during the rest of December.

Sam 1-lolmers N.M.A.A. 13 is doing alright for himself in the Free Flight Iliuiination Contests, gaining S points by having been placed three times. He has a big red pacer powered by a Frog 500, which he flies to death after the contest is over. 'fire old pacer is up and clown like an elevator all afternoon, with Sam streaking (sorry) running across the field after it.

Bob Turner, N.M.A.A. 10, is equal points scored with two others (five points). Looks like a tussle for third and fourth in the Elimination results. Bob loves sail planes and has a passion for a design known as the Turner Special. He has had some excellent flights with this model. (Turner Special! ! Well, well, shades of Max Bassett, K.G.'s and the old Brown bad days.--Ed.)

Maurice Bradney, N.M.A.A. 130, also has five points, having won the first of the Elimination Contests with a scaled down jaded maid powered by a Javelin. Should see him soon with a new team racer.

Noel Phillips, N.M.A.A. 17, built himself a new scaled-up President and planted a Mills 1.3 on the nose *and* won the No. 4 Free Flight Power Elimination Contest. His best ratio of 13.7 on a 19.5 flee. motor run was a fair effort.




( Fop to bottom)

**Col** Somers with M.S. **29** powered "Lindy," **Queensland Stunt** Champ.
**Joe** Sims, who with his **Frog 500** "Squaw," **should prove to be** an eve opener to the lads from **down South** if Joe **makes** the "fiats."
Des **Slattery — wearing** shorts — tries **R.O.W.** with his **float-equipped "Squaw."** )todel flies really well, **but** manoeuvres are limited to wing-overs **and** in-side **loops.**
**Bob Turner —** with his **Frog 150** powered **"Tomboy" 36** in. wing **span,** equipped with floats. Model leaves the water almost instantly.

# MISSING IN ACTION



17 Dec 2017 - Malcolm Campbell's E36

A few of us went to Coominya on 17 December to do some trimming. I flew my E36 and Albert bought his along, with the Cobra motor installed. It sure climbs faster and higher although mine had the superior glide. Albert's additional height still gave him the longer air time. Power always wins.

I put up about 5 flights and, on the 6th flight went back to my vertical launch style. This was at 8 am and it hooked a good thermal. I pressed the RDT after a minute and no reaction. At 2 minutes it didn't DT so I knew I was in trouble. Not much drift but it was going up fast. I got the binos onto it and soon I was the only one who could see it. It was so high. And then a light cloud drifted across and obscured it from view. It was above the cloud, maybe 1,000 – 1,200 feet up.



7 October 2017 - John Lewis's Fat Boy

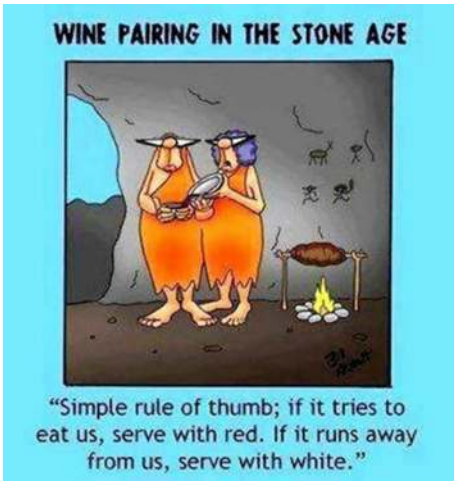
Kathy by then had another pair of binos and we carefully searched for about 30 minutes but never saw it again. I hadn't installed my tracker and hadn't actually used the tracker at all with the E36, in any competition. Pity I didn't use it then! I suspect the DT line may have fouled on the servo body and didn't release, but I'll never know for sure.

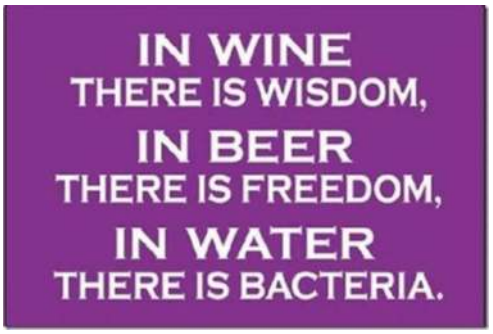
It's now nearly 3 months and not a word of its whereabouts. It would be great to know where it landed and there would still be some electronic bits that would be in reasonable shape. So I've done the next best thing – I've started building another model. Of course John Lewis's Fat Boy has been missing even longer.

Nothing new here. We've all been there, but it still hurts.

I thought these jokes might lighten up this rather sad page.









# CONSTRUCTION CORNER

A bit of FF construction has been happening over Christmas. I've built two E-36s, Graham Maynard has a new Scandinavian E-36, Albert Fathers has built a vintage glider and a is putting together a couple of improved F1As. Here are a few shots of our work in progress. Now we have to have a few days of calmer weather to try them before Narrandera and West Wyalong.

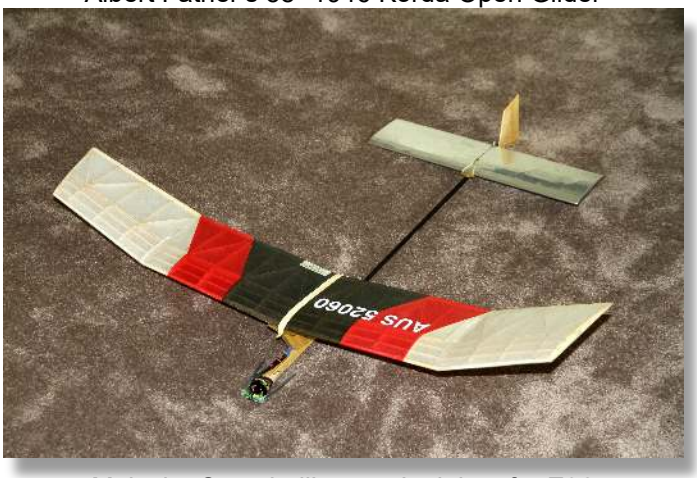
Malcolm Campbell



Albert Father's 58" 1946 Korda Open Glider



Albert's latest short F1A refurb, with Stamov wing




Malcolm Campbell's new Joulebox for E36



Graham Maynard's new Danish Elmann 3 for E36




Kathy Burford's new Apache II for E36

## ONE SQUARE FOOT WORK AREA

Grant Carson of LA Thermal Thumbers wrote this amusing article about his workbench. I'm sure we can all identify with his words of wisdom!

**Dihedral measurement:** In my workshop, there are four increments. From least to most, they are: the height of a small dope bottle lying flat, the height of a small dope bottle on its side, the height of a small dope bottle standing upright, and the height of a big dope bottle. Anyone who needs a more incremental system is pretentious.

**Weight of balsa:** In my workshop, there are three weights. There is that so stiff that it can't be cut with a razor knife. When I find that kind, I use it for shims to level furniture. There is that so light that it tears with the blade of a used razor knife, and one has to use a new blade. That's the best stuff. And then there's the rest, which is most of what I have.

**Size of balsa sticks:** In my workshop, 3/32 square is the universal size. Anything smaller, I put my fingers through the structure several times before it's finished. Anything larger, I can glue some 3/32 together. Why buy odd sizes?

**Size of working surface:** In my workshop, a one foot square area. That's not what I would prefer, but the way Fate has decreed. If I'm about to build a big model, I clear my workbench. But within an hour of starting, the workbench is so littered with tools, dope bottles, beer cans, and so on, there I am again working in a one foot square area.

**Rate of building:** In my workshop is a variable, depending upon whether there is a Spaghetti Western, Arnold Swartzenegger, or Australian Road Warrior movie on the tube. If I removed the TV, I would build a lot more, but what's the point? I already have the garage ceiling filled with dogs that don't have the grace to fly away.



# Looking back

## at Scaley Monsters

*By Pilot Bear*



During the off season I embarked on a clean up that resulted in going through lots of photos taken in the 90's. Most of the club flying in those days was held at Wivenhoe but there were a number of trips to Maryborough, Dubbo and Wagga Wagga.

Many of the people that were flying at that time have sadly passed on, moved on or embraced other forms of modelling however I thought it would be nice to remember those days and the people that contributed to our club activities some twenty years ago.

I am hopeful this can be a regular small part of the BFFS newsletter.

If you have stories from that time or photos send them to




c/- louiedafly55@gmail.com. Hopefully some of the photos below will bring back fond memories of a time when we were a fair bit younger. In this edition of "Looking Back", **Pilot Bear** looks at the scale models we were building and flying some twenty years ago.

*John Lewis Pres BFFS Inc*



The late great Vic Stewart holding his Focke-Wulf Fw 56 Stosser. Vic was a formidable opponent in all classes of glider, rubber and power.



A Vic Smeed Popsie is an unusual model for the late Big Bill Thomas, one of the club's best Scale modellers.



Larry Brownlow with his P51 Mustang. 20 years later Larry is still a fearsome opponent, particularly in rubber.



The late Russell Watson-Wills holding his Grumman F6F Hellcat. Vic Stewart, Bill Thomas, Brian Taylor, Russell and a few others made the BFFS a force to be reckoned with in Scale - in Australia and New Zealand.



Des Slattery flies all classes. In this case he's holding his Ryan trainer.



The late Ivor Parker holds his magnificent IC-powered Hawker Hurricane.

BFFS Spy





Not much to report. John Lewis captured shots of Kathy and Malcolm at Coominya on a hot and humid January day.

## Atlanta Georgia is NOT in Texas




Atlanta Georgia is a fair way from Texas! That didn't stop me from suggesting that international Digest reader and Thermal Thumbers club member Karl Hube lived there. I think it's because of the Ts. You know, Texas Thermal Thumbers has a ring to it, whereas in fact it is simply Thermal Thumbers. Who else picked up on my error?



**JIM FULLARTON**

**9-11-1917 to 27-12-2017**

After reaching 100 in early November, it was saddening to learn that Jim Fullarton passed away peacefully on the night of 27 December 2017.

His son Andrew was with him. Jim had received several aeromodelling visitors that day so his departure came as a shock. Word came from Peter Lloyd and Adrian Bryant.

Jim Fullarton was an amazing man who contributed so much to aeromodelling. I think he has left a record in the sport that may never be broken, actively flying into his 100th year.

And he set his DT so fine, passing just weeks after his 100th birthday celebrations.

RIP Jim Fullarton, a true Aussie aeromodelling legend.

# RAYS – an Brisbane early modelling club

## *"Waaaaa Waaaa Burp Burp"*

*by John Lewis*




RAYS club was formed in the early 60s. The name RAYS came from the common interest shared by the founding members, those interests being **R**adio, **A**eromodelling, **Y**achting and **S**cience. (Van Richards-Smith may be able to verify or add to this.)

This was a great time for a handful of kids pursuing hobbies like building working radios, eventually radio controlled units for the model aircraft they designed and built. Van and Mick Hodges were also into developing their own photos and various science projects. Probably not "PC" to mention the letter box demolition activities we were also involved in but we were kids full of adventure and fun.

I remember looking for cigarette packets on the side of the road to cut a new head gasket when required. We were able to fly our Control line models (as well as Free Flight and RC) on Victoria Park sporting ovals. Mick attended the Terrace school that leased the ovals and got permission when he was a student. Years later we simply told anyone who challenged our right to fly there that we had permission from the school that leased the ovals. A few of RAYS club members attended Brisbane Grammar school and we were able to continue flying our models on the Grammar ovals at lunch time.

My membership card number as you can see was 205. When I asked Van why the high number, he told me we would have more clout negotiating deals with hobby shops if they thought we had a large membership. My card entitled me to discounts at the hobby shop in the MLC building arcade in the Brisbane CBD and was issued by the president VRS (Van Richard-Smith). Van understood business principles as a kid it seems and was probably ahead of his time negotiating this arrangement for RAYS club members nearly 60 years ago. These days such cards are common, given out to attract ongoing business.

Of course any great club needs a war cry and RAYS had theirs as follows -

*Waaaaa Waaaaa - Burp Burp*
*In a Dive - Slurp Slurp*
*In a prang - what a Bang*
*It sure pays – 'cause its RAYS!*
*RAYS! RAYS! RAYS!!!!!!*

The message was that, as RAYS members, we would be first on the scene to salvage any useful remains after a plane crashed. On hot days, we would line up on the edge of the 5 meter diving platform at the Centenary Pool, chant our war cry, then jump in together. Funny the things that amuse kids - only we knew what we were doing but we were having fun together. With some embarrassment I have to admit to thinking up and composing the War Cry.

***Addendum:*** *Growing up in our day was such fun. Hopefully others will reflect back on their early days and relive that time when we went flying with wet paint on the model after working through the night.*

*There must have been hundreds of groups like RAYS where a few went on to enjoy a life time of building and flying models. I bet Des and Adrian have a few stories to tell?*

*But how many clubs had a sting in its tail?*



# MODEL BOX WARRANTY CLAIM




They don't build anything like they used to. I needed to repair my flight box and I was wondering if it could be a warranty claim. Des Slattery built this model box in 2010 with a little bit of my help. This month I had to re-glue a few loose joints in the cradle that carries 5 fuselages. It should be a warranty claim because it's had a pretty easy life. In EIGHT years, it has travelled to:

- France in 2013 and toured 2 countries
- Mongolia in 2015
- Hungary in 2017 and toured 5 countries
- Lost Hills 8 times
- Narrandera NSW 8 or 9 times
- West Wyalong NSW 4 times
- New Zealand 2 times
- Springhurst Victoria 4 times

I would estimate it has travelled over 100,000 km in the air and probably 20,000 km in motor vehicles.

I did the repairs myself but it has had an extraordinary life, thanks to one very good tradesman I know.

**THANKS DES!**

## EMERGENCY LOCATION ADVICE – phone 000

## BFFS Flying Field Coominya

**We are on a large open paddock. Entry is via a gate on left hand side of Banool Road, if you are travelling west.**

***(Banool Rd comes off Watsons Road that comes off the Coominya - Esk Rd.)***

**GSP coordinates of the gate are:**

**27º 26' 74.7" South 152º 26' 28.2" East**

**My name is _____**

**And my mobile is:_____**

# BRISBANE FREE FLIGHT SOCIETY

## 2018 Flying Calendar

| | | | | | |
|---|---|---|---|---|---|
| **January** | | Sat 27th | 12pm - 4pm | Club general meeting plus "show and tell" | John's place |
| **March** | IND | **Sun** 4th | 3pm - 6pm | Delta Dart State Champs (club sponsored) | BSHS |
| | CP | Sun 11th | 7am - 3pm | 2 min models (3 flights) + CLG (6 flights) | Coominya |
| | | Sun 25th | 7am - 2pm | Dale's Fun Day (general flying and limited RC) | Coominya |
| **April** | CP | Sun 8th | 7am - 12pm | All in % - multiple entries (3 flights ea) | Coominya |
| | | Mon 16th – Tue 21st | | **TUI CUP, WIDGIEWA CUP and AFFS CHAMPS** | NARRANDERA |
| | | Thu 23rd – Fri 30th | | **70th NATIONALS** | WEST WYALONG |
| | IND | Sat 28th | 3pm - 6pm | HLG/Catapult State Champs | BSHS |
| | | Sun 29th | 7am - 12pm | **F1G State Champs** (5 flights), All in % - multiple entries (3 flights ea) | Coominya |
| **May** | | Sat 5th | 7am - 12pm | **F1C State Champs** (2014 rules: 5 flights and 5 secs) | Dalby |
| | | | 1pm - 4pm | **Open Power State Champs** (3 flights) | Dalby |
| | | Sun 6th | 7am - 12pm | **F1J State Champs** (5 flights) | Dalby |
| | | Sat 12th | 7am - 12pm | **F1A State Champs** (5 rounds - first Rd 4min) | Dalby |
| | | Sun 13th | 7am - 12pm | **F1B State Champs** (5 rounds - first Rd 4min) | Dalby |
| | IND | Sat 19th | 3pm - 6pm | F1L (EZB) State Champs | BSHS |
| **June** | IND | Sat 2nd | 3pm - 6pm | Hanger Rat State Champs | BSHS |
| | | Sun 10th | 8am - 1pm | **F1H State Champs** (5 flights), E36 (3 flights) | Coominya |
| | | Sat 16th - Sun 17th | | Reserve days if May F1A and F1B events postponed | Dalby |
| | | Sat 23rd | 12pm - 4pm | AGM with BBQ lunch | John's place |
| | CP | Sun 24th | 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 7th | 3pm - 6pm | P18 State Champs (club sponsored) | BSHS |
| | | Sun 8th | 8am - 2pm | **Open Rubber & P30 State Champs** (3 flights each) | Coominya |
| | | Sun 22nd | 8am - 2pm | Dale's Fun Day (general flying and limited RC) | Coominya |
| **August** | IND | **Sun** 5th | 3pm - 6pm | Peanut Scale State Champs | BSHS |
| | CP | Sun 12th | 8am - 2pm | BFFS Mini Power and QDP (3 flights each) | Coominya |
| | | Sun 26th | 8am - 2pm | Club Fun Day Vintage, Sports models and Limited RC (Prizes, no points) | Coominya |
| **September** | | Sun 9th | 7am - 2pm | **Scale, HLG and CLG State Champs** | Coominya |
| | | Sat 15th | 7am - 12pm | F1A & F1C **Team Selection Trial** (5 rounds) | Dalby |
| | | Sun 16th | 7am - 12pm | F1B **Team Selection Trial** (5 rounds) | Dalby |
| | CP | Sun 23rd | 7am - 3pm | Col's Vintage Rally (accumulation of points for each class) | Coominya |
| **October** | | Sun 14th | 7am - 3 pm | LSq/100 (3 flights), No Frills Wakefield (5 flights) | Coominya |
| | | Sun 21th | 7am - 3 pm | 100gm coupe, P20 and E36 (3 flights each) | Coominya |
| **November** | | Sun 18th | 12pm - 3pm | BFFS Xmas Party and prizes presentation | Malcolm & Kathy's |

Outdoor State Champs  Indoor State Champs  Club points apply  Club meetings

**2018 FREE FLIGHT CALENDAR Ver 5** ( 22 November 2017)