The magazine for all those who love Free Flight

THE BFFS DIGEST

September 2020



In this issue:

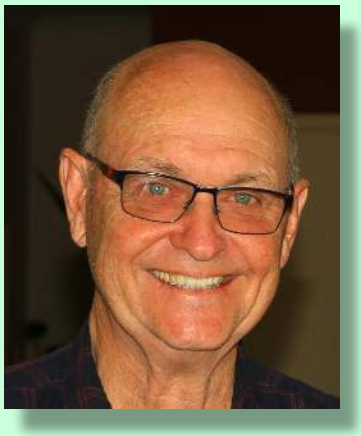
- ☆ *COMPETITIONS, AT LAST!*
- ☆ *Scale, Mini Power & QDP*
- ☆ *E-36 State Champs*
- ☆ *Construction Corner*
- ☆ *2020 Flying Calendar*

It's still here, take care!

COVER PAGE:

Club President John Lewis graces the Digest's first full page colour cover. My camera shot shows that John's R - R PAW 149-powered Dixielander is being launched slightly left. Apparently this is because John hadn't got around to correct the trim! He did so by his final flight and maxed. Next time John, empty your pockets for a photo - it's not a good look!

PRESIDENT'S REPORT



.Certainly 2020 has been a game changer with COVID restrictions and challenging weather conditions. August has always been challenging in South East Queensland when we get battered by westerly winds. Recently we were faced with the probability of no flying possible on Sunday 9th due to the forecast however there was a small window of opportunity on the Saturday morning. The Scale event had already been postponed due to adverse weather so the committee decided to run the Scale and Power events on the Saturday morning if those likely to fly were available. As it turned out we were able to complete the events before the winds arrived.

Feedback I have received supported the decision to abandon the rule of making the decision "On the field on the day", when the prediction determined flying would not be possible. The major concern was late notice making it difficult to rearrange prior arrangements. Therefore in future it was agreed that a heads up approach would be adopted where prior warning would be sent via email on the Thursday afternoon with final confirmation sent on the Friday if the events listed for Sunday were likely to be called off.

I am aware that many club members (myself included) work around the dates set out in the calendar when planning family occasions etc. Therefore it is my intention to provide more reserve days in next year's calendar so members can pencil in their potential flying days.

We have abandoned a number of events this year but recently we have had two successful flying days in August. As mentioned the Scale, Mini Power and QDP were flown in good conditions and we had a very good day on the 30th August flying the E36 State Champs.

I am hopeful we can continue to run our listed events for the remainder of the year but I am sure you all appreciate the difficulties in organising anything this year with COVID lockdowns that can occur at any time.

I know a few have decided to self-isolate at various times throughout the year. If you are using your time constructively take a few photos and add a few words and send it to Malcolm. The club newsletter is a collection of what our members are doing whether it is competing or building as new model.

Enjoy the rest of the year.

John Lewis
President

FEATURED IN THIS ISSUE:

President's Report 2
Secretary's Report 3
Letters to/from The Editor 3
June Fun Fly PART 1.....4
June Fun Fly PART 2.....5
July Trimming day.....5
QDP, Mini Pwr and Scale St Champs. . 9
E-36 State Champs.....13
Secretary's 2020 AGM report 12
President's 2020 AGM report.....20
Changing Flying Dates.....16
CONSTRUCTION CORNER
John Lewis, Larry Brownlow.....18
Brian Taylor.....19
Using EzeDope.....19
Len Surtees, Malcolm Campbell. 21
COVID C/Line Construction Corner...22
Leepin Lizzard E-36 plan.....26
Quantam 20 iHLG story.....27
BFFS Spy.....28
Jokes Page.....29
2020 Calendar.....30

2020 - 2021 Management Committee

President	John Lewis	07 3848 4280
Vice-President	Kathy Burford	07 3278 7164
Secretary	Malcolm Campbell	07 3278 7164
Treasurer	Dale Jones	07 3345 7828
F/F Admin	Graham Maynard	0421 646 314

Editor and Newsletter Publisher

Malcolm Campbell
77 Freshwater Circuit
FOREST LAKE QLD 4078
Phone:- 3278 7164
Email :- actrain@ozemail.com.au

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.

DIGEST CONTRIBUTORS

John Lewis
Malcolm Campbell
Brian Taylor
Len Surtees
Larry Brownlow
Pieter de Visser

Thank you for helping

SECRETARY'S REPORT

Lock down for many has been stressful. Luckily, aeromodellers always have outstanding projects to commence or repairs to complete. All it needs is a bit of enthusiasm to get started.

Have you been busy on your building board? I haven't although I have jumped at the chance to get out to the field to toss up a model or two. And we've had a few chances these last three months.

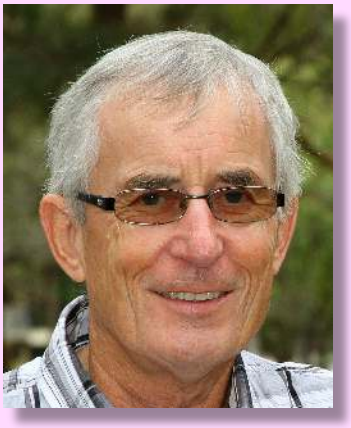
August has been unkind to us as it usually is but we have had a few nice patches of air; the E-36 State Champs comes to mind. But some events have been rescheduled and we still have July events to run.

There are still plenty of dates for competitions and general flying in 2020 so check what models you need to have ready and ensure they are flyable.

Those that travel south (Craig, Albert, Graham, Kathy and me) have really missed out on the best competitions on the national calendar, although Craig and Albert did very well down at West Wyalong.

Victorian flyers have been hog-tied to their homes for months now so they really must be feeling frustrated missing out on everything.

Unfortunately, Queensland is coming more onto the COVID radar but I hope it's just a blip that can be controlled. I can understand John being reluctant to put the 2021 calendar together as no one knows what will happen in the new year. Let's hope it's a lot better than this year.



If you have any articles, stories or photos, please send them to me as I'm always looking for something to make the Digest more appealing.

Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

Another great issue!
Thanks Mal.
Don DeLoach USA

Thanks again. You did a good job, the best in these very special conditions. Nice black and white colours. Take care and stay safe, you too. Frederic Nikitenko (FRA)

Thank you for the digest with some old stuff in it and also I liked the YouTube links. Sad to see Heather Thomas has passed away. I remember the old days with Bill and Heather at the field. Modelling has been slow but recent rubber model has been completed and on the shelf.
Pieter de Visser

Your writings on the state of current global events is so right on. I am forced to reply. Difficult to get brain around all of it to see which way the world will progress, especially from this rehab facility room, which I hope to escape soon. Ciao, Leeper (USA)

A great effort with no contest reports available. Good to see what our members have been up to while home isolating. I very much liked the jokes page in this edition as well. John Lewis

Thank you, another fine issue of the BFFS newsletter. My guess of the new Brian Taylor Peanut model is the Junkers D1. Yet another outstanding build from Brian! Dave Ackery NZ

The newsletter was once again a marvel in your ingenuity considering there's been no flying at all! Well done. I have to make one comment about the front cover; there's a big notice with FLY ZONE with a cross over it. Your expression says it should have "Outerzone" over it! Just kidding, but you do look particularly stressed in that shot! It must be the lack of flying. Next time give us a smile! Thanks again for the Digest Malcolm, you're a star.
John French

Thanks for the newsletter, and very sorry hearing of Heather passing. She was a lovely lady.
Howard Gostelow.

Awesome, thanks!
Phil Smith NZ

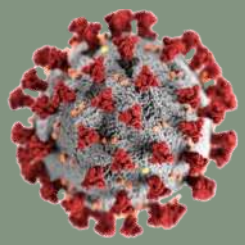
Another interesting read, full of nostalgia. You keep trying to bring me back. Those newsletters are a useful tool to enthuse people and, whilst you don't get paid for your efforts, you sure get masses of sincere compliments. Don't hold me to it but one day I'll buy a small, quality R/C park electric. Something as realistic as possible - or something pure 1950s. One day.
John Campbell

COMPETITION ANSWERS

Only two responded to the Quiz, and both were from New Zealand.

Ricky Bould and David Ackery both guessed correctly identifying Brian Taylor's Peanut as the late WWI ground attack aircraft, the Junkers D1.

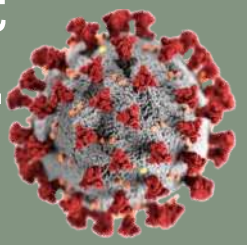
Thank You David and Ricky!



Out and about at last

JUNE FUN FLY

in a COVID time



Photos and story by John Lewis

This was to be our first day back flying after the COVID-19 lockdown and most club members had indicated they were keen to attend however the weather forecast predicted a wash out. Nevertheless, six arrived around 8 am (John, Ron, Larry, Mark, Max and Alex) and although overcast the field was dry, with a light breeze blowing towards the lake area.

As the morning progressed the wind speed dropped providing very good flying conditions. John and Larry flew their new old timer RC models then tested E36 models. Ron had a few problems with a couple of rubber models but had some successful flights with his trusty old LSq/100. Mark made some trim adjustments to his large coupe while Max and Alex assisted with the setting up of winding stooges etc.

Just after 11am there was some very light rain that we assumed may pass but after a flash of lightning we decided to pack up and leave. The Coominya field had a covering of dead grass around 200mm high while the ground was dry and hard making it difficult to hammer stooge pegs in. Even though we drove through some rain on the way home it may not have been enough to green up our flying field.

Although all very low key the Fun Day did provide a good opportunity to try out some new models and it was worth the trip to the field. Hopefully a better weather report for our next day's flying will see more on the field.



Ron Munden and Larry Brownlow discuss R/C



John Lewis's E-36



Mark Armour's P30



JUNE FUN FLY
Part Two

Graham Maynard's CLG

Photos and story by Malcolm Campbell

Commitments last Sunday prevented Graham, Kathy and I from attending but we made it to the field the following Sunday. Heavy fog blanketed the field for the first hour so I stooged around with a TLG to pass the time, and check the drift. The grass had certainly greened up since last weekend. Graham, Kathy and I did some CLG testing as the fog lifted and a semblance of wind direction was established, allowing us to set up camp in the south east corner.

I was very happy with the four E36 flights I put up, both Jouleboxes tracking very well for the full 10 seconds and the glide was in trim, so I put them away. Graham wasn't so lucky with his own design E36, finding the weakness in the balsa boom after a rather harsh landing. He had better luck with his Open Rubber model and, after some thrust and decalage adjustments, put in several good low winds flights. Turning to his nicely-built Gollywock, he broke the LE while adjusting the skew on the wing, too many rubber bands – so the model unfortunately couldn't fly.

By 10 am there was enough breeze for me to assemble one of my F1As, the one I damaged at the World Champs at Lost Hills in October. I'd put up one flight in early March and it looked alright so I confirmed its good trim with two very satisfactory test flights. By 11.30 am we'd all had enough, although the day looked like it would have remained perfect through to sunset. I remember the times that Des, Col and I would stay almost that late, ensuring a boot load of models were trimmed – but that was 15 years ago!



Malcolm's first Joulebox



Malcolm's second Joulebox



Malcolm's Li'l AL F1A glider



Graham's OD Open Rubber

July Trimming Day

Photos by Malcolm Campbell and John Lewis

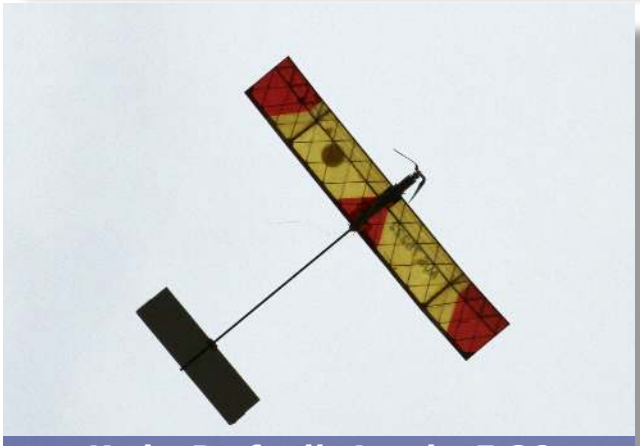




Des Slattery's big Playboy



Malcolm Campbell's second Joulebox



Kathy Burford's Apache E-36



John Lewis fires up TD in Moonbeam



Graham Maynard's Eliminator



The high ground - William Jones and Mark Armour elected to fly from a different spot



Eye in the Sky captures our flight line



Des Slattery' Playboy floats by



Des Slattery launches his Playboy



Graham Maynard - Eliminator



Kathy Burford's E-36 Apache



Ron Munden's Dixielander



William Jones Ace rubber model



John Lewis's E-36



Malcolm Campbell's E-36



Kathy Burford's 1806N-powered Apache



Kathy Burford's Cobra-powered Apache

QDP and BFFS Power plus Scale State Champs



COOMINYA 8 August 2020

Report by Malcolm Campbell

Photos by Malcolm Campbell and Kathy Burford

My father used to be Games Organiser at his bowls club many years ago. I don't know why he took it on. It was so hard to please everyone, but he tried. And the days leading up to the events his phone would run hot. I think it stole the enjoyment of the game from him for some years. But he must have done a reasonable job because he soon became the President.

So what has this to do with the BFFS club? Well, in August when it tends to be traditionally windy, Scale had been postponed and added to the QDP and Mini Power day. The weather looked very doubtful for Sunday but Saturday looked very flyable. Of course, it never turns out like the forecast – this time it was nearly perfect and we finished all events within 3 hours, before strong westerlies swept the field.

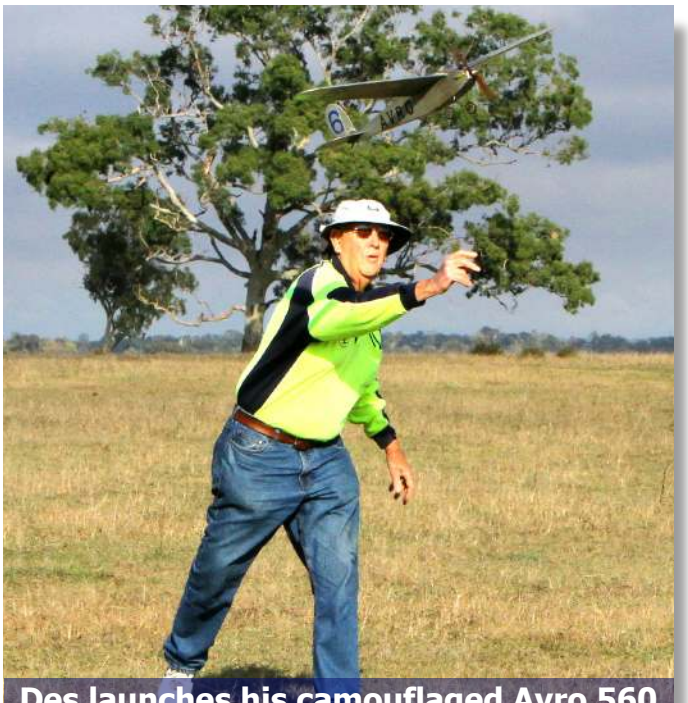
Organising the day wasn't easy except I did know who usually flew these events. So I contacted them on Thursday to see if they were able to fly on Saturday. They all said Yes except for one who couldn't do either day, although John and I did overlook a North Coast member. After speaking with John, I emailed the news to all club members early on Friday afternoon, happy with the fact I'd catered for most flyers of these three classes. It seems that others who weren't flying these classes weren't happy with the arrangement. All classes were completed without difficulty - leaving it to Sunday would have seen all three classes postponed and no one would have flown anything.

So, back to the flying. Everyone had arrived before 8 am so we got the **Scale** event over quickly in idyllic conditions. Malcolm Campbell's Piper Cub looked very real in the air and stayed near the judges, finishing with a reasonable landing, one a pilot could walk away from. Des Slattery's little silver Avro 560 circled up with a full tank, the Barbini crackling with joy. It flew for ages and the judges Graham Maynard and John Lewis strained to see the landing. The original Avro 560, of which only one was built, was an ultra-light aircraft with a 698 cc power plant and it was built in 1923. Bert Hinkler once flew it, achieving 63 mpg (4L/100km)! But I digress.

New member Len Surtees loosened up his launching arm with some HLGs and CLGs. Len can still get very good height with his HLGs and improved with every launch. He plans to return with new models so that will be something to look forward to. Mati Tabur enjoyed the day as a spectator,



Malcolm's Piper Cub on approach



Des launches his camouflaged Avro 560



Des launches his trusty but tired Limey



John's Purple Haze misbehaved

timing for any who asked and whetting his appetite to try these classes. Kathy Burford was also there as a timer and photographer.

A wind shift saw us relocate from the mid-south-east part of the field to back over near Banool Road but still on the lower part of the field. QDP and **BFFS Mini Power** were flown concurrently with John Lewis, Graham Maynard and Des Slattery electing to fly Mini Power first.

John's Purple Haze was uncharacteristically off colour after maxing the first flight. A stall crept in on the second flight and that was trimmed out, then a premature motor cut on the way up in his final flight nearly spoilt his day as the model dived vertically from 30 metres into the ground. Only the prop broke in the attempt but the second attempt didn't aid his cause. So his last two flights weren't helped by the lack of lift and he finished with a much lower score than his model usually gets – but he still finished on the top step.

Des had a wonderful day – he never crashed a model and had some great flights (**ED**: his own words). His Cox 051 powered Limey showed signs of wear as it struggled skyward, putting in low scores. His final flight was lightened by a thermal and he got his only max. Graham Maynard had a hot Cox TD 051 in a Country Boy that easily qualified for "highest revs of the day". His first flight on a 4.5 sec engine run was a giant loop coming



Is Des saying "Did I set 10 secs, or 15?"



Malcolm launches his old Dixie



Graham launches his Country Boy, Mati Tabur times



Des with his trusty Stomper

out low but still doing almost a minute. The model was fast and light and will be great when it's trimmed. Graham's second flight was with 6 secs of power but, while the model came out of an even bigger loop undamaged almost at ground level, he wisely retired it to make some thrust line adjustments at home.

Des Slattery was first way in **QDP** with his Elfin-powered Stomper. This model always performs for Des but he flew it on Vintage Power settings, and got an over-run! And then the timer proved tricky to reset, meaning a zero score for his first flight. His second flight wasn't inspiring for him but he launched under an eagle in his final flight and the model flew beautifully, cruising around for a good 3 minutes before it thankfully DT'ed, from good height (wrong scroll Dessy).

Malcolm Campbell flew early with his 20 year old PAW-powered Dixielander and so avoided the nice sunny period later when the lift appeared. His Dixielander flew over-compressed, cruelling his first two flights. Re-tuning and a test had the revs up and then Kathy failed to time his final contest flight, thinking he was still testing (been there, done that?) Luckily, he re-produced the flight in the re-fly, but still no max.

John Lewis's Dixielander with PAW power also suffered from an over-compressed tune, putting in some low scores from low altitude. He too got it together by his third flight to max, but it wasn't enough to catch Malcolm.

Graham Maynard had an innovative design for QDP, with CF wings and composite fuselage. It was a model he'd been developing for a few years now. Looking the goods, he had recently replaced a recalcitrant Cipola with a TD 09, dieselised by Jon Fletcher. The engine ran nicely in test but refused to run cleanly on the flight line so he brought out his trusty Eliminator just as the westerly winds came in at 11.15 am, so he called it a day.

Most of the day we had light winds with a pleasant temperature and sunshine. There were periods when it was cool and overcast, close to rain, and then a little while later it cleared with mainly blue skies creating perfect flying weather. It was great to finally finish three competitions in 2020, a year that will be impossible to forget.



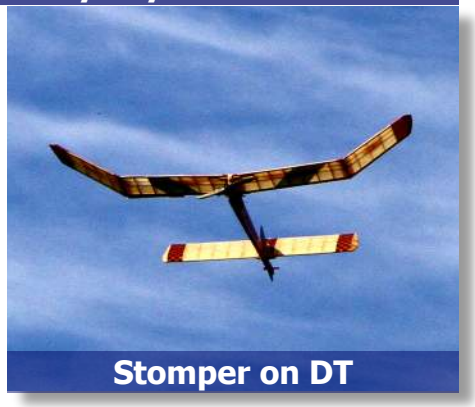
Most of the morning, it was a perfect blue sky day



Stomper on glide



Dixielander on climb



Stomper on DT

BFFS Mini Power

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	**120**	90	75	285
Des Slattery	69	73	**120**	262
Graham Maynard	58	-	-	58

QDP (Queensland Diesel Power)

Name	Flight 1	Flight 2	Flight 3	Total
Malcolm Campbell	80	90	108	278
John Lewis	62	34	**120**	216
Des Slattery	-	56	**120**	176

Scale State Champs

Name	Aircraft	Static	Flying	Total
Malcolm Campbell	Piper Cub J3	758.5	471.0	1229.5
Des Slattery	AVRO 6	665.0	445.0	1110.0


Len Surtees on full stretch

SECRETARY'S REPORT AGM JUNE 2020

Weather-wise, it's been pretty good for us. In the last 6 months of 2019, only a couple of events were postponed and of course Indoor was never blown out. In fact Indoor is challenging Outdoor with stronger attendances.

Our stand-out event for 2019 was the inaugural E36 State Champs. 10 flyers each flying different models made it the biggest E36 event in Australia – and Kathy beat all the boys! P30 had low entries but two of those were juniors, for the first time ever the BFFS had two juniors in an event – Alex and Max Armour joined John Lewis on the podium.

Four club members attended the World Championships in October with Albert, Craig and I competing and Kathy as a Helper. Craig and Albert returned to Lost Hills in February – Kathy and I were still worn out from October, and didn't go.

The Christmas Party at Ron Munden's was a cracker, the best in many years. We ended 2019 on an optimistic note with another new member Mati Tabur joining our ranks.

It was the start of a new decade and by March things were looking good for our club. Two trimming days went well as did the 2 minute club day, but numbers were down. Nationally, things were not looking too flash weather-wise. South East Q'ld hadn't been affected by the shocking bush fires down south or the floods that followed them. Sure Queensland had fires and torrential rain, but not to the extent of Victoria or NSW. Then along came COVID-19 to put the whole world on its ear.

Life stopped as we knew it. Flying models ceased around the world. Major international events were delayed or cancelled. The WW Nationals were cancelled and State Champs put on hold as borders were closed. We all retreated into our homes and some built models, others repaired models and some scored brownie points doing house maintenance.

I think you'd all agree it was a surreal experience but we must be thankful for a quick acting government who promptly closed international borders and enforced the toughest lock down regulations the country had ever seen. Other countries with less diligence and large populations are still having horrific experiences with this rampant virus.

On a lighter note - have you noticed the BFFS Digest continues to improve in presentation and content? You can thank John Lewis and me for our efforts here, but we really need some input from our members. How about it? You have had time over the enforced break.

So, to wrap up the financial year, we gained another new member in Len Surtees, Australia and the World's HLG champion some 20+ years ago. And in June, we finally ventured back to our flying field with a few members trimming their models. Let's hope the number of flyers start ramping up for the remainder of 2020 and more importantly COVID-19 numbers start falling away..

Malcolm Campbell

PRESIDENT
John Lewis 19 yrs

SECRETARY 21 yrs and EDITOR 14 yrs Malcolm Campbell

TREASURER
Dale Jones 16 yrs

E36 State Champs

COOMINYA 30 August 2020

Story and photos by Malcolm Campbell and John Lewis

At last, we had a 2020 free flight event with more than a few competitors! Our inaugural E36 State Champs in 2019 attracted 10 flyers so to get 7 flyers in this COVID year was exceptional. I know of 2 other definites in healthier times and 2 – 3 probables. Imagine if we had 12 flying? We had 10 last year – it's a popular class and Queensland continues to have the biggest entry list nationally. Seven flyers with seven different models made for an intriguing contest.

I was surprised on arrival to see a new house under construction on the corner of Banool Road and Watsons Road – it wasn't there 2 weeks ago and now the complete frame and roof trusses are up!

Light winds under 2 m/sec were predicted and this was true for the first couple of hours although there were brief periods of 3 – 4 m/sec at times after 10.30 am when cloud cover increased and it got cooler. Most flights stayed within the top paddock; Graham had a longer walk on one flight.

Team Lewis arrived early, established the flight line and started testing. **John's** model looked good in a test flight but he and Des both found poor air with their second flights. However, they both improved trim and times as the event progressed. **Ben** chased glide circle by adjusting tail tilt, finally getting what he wanted by his third flight. He didn't have to worry with much as he achieved constantly good height in good air to max the day. He was the only one to launch with both feet off the ground. Well he is 30 years younger than most! His fourth flight was in the middle of a thermal - with streamers 50 feet apart blowing in opposite directions (Kathy pointed that out). Things were swirling upwards in the air when Ben launched, and he says the ride up got rough near the end and height wasn't that good - but the air saved him and up he went. As his Dad said, *"When the luck is with you things go your way".*



Ben Lewis flew faultlessly all day

Des Slattery was a man on a mission with his Lime-E, putting up flight after flight. As expected, he was first into the air. He inadvertently set the timer for 5 secs in one round and suffered for it. But he finished with a good max and that made him happy. Then he packed up and rushed away – Noela wanted him home, showered and dressed for a grandchild's birthday party by 1 pm. I hope he made it.

I fell 6 secs short of a FO with Ben Lewis. I didn't sufficiently increase the sensitivity on the thermistor, whereas Team Lewis used foolproof fluffies. I was really looking forward to a FO, with anyone. Mid-comp I was attacked aggressively by one of the local magpies. I've had magpies hit me when riding a bike but nothing as harsh as this bird. There's a hole in my hat - be careful around Graham's Tree! See BFFS Spy photo – (COVID hair, sorry). In summary, I got 2 good maxes DTing from height, another good max from a bad launch, and another bad launch that put me much closer to the ground at DT than I'd like. My final flight went up in great air, probably the highest flight for anyone on the day and looked a sure thing, but then it started to come down, quickly, developing a stall close to the ground to land 6 secs short of a max. And I missed a



Malcolm Campbell missed by 6 secs


Peter Nash - next year?


Des as always had fun


John's 1st flight let him down

fly-off with Ben! Oh well, second place two years in a row - maybe next year?

Kathy Burford's day started badly when a preliminary test flight revealed an unexpected trouble with her trimmed and best model. It would only run to 5 seconds. As the problem in the power train persisted with static tests, she wisely but reluctantly flew her reserve 1806N Apache. After the comp her best model ran perfectly – stage fright? She flew later, when it was cooler and windier. She got a couple of good thermals, although one flight failed badly because a wing locator had broken off and the skewed wing really altered the trim – 35 sec LH spiral in; thank goodness for RDT!. Her final flight was knocked out of the sky by two magpies that hit her wings 3 times, punching holes in both wing tips and also the nose got a bump. Each hit severely impacted on her flight time.

Peter Nash's 1806N-powered model flew well all day, only suffering because of the under-powered motor. The climb and transition were good and the model held well in the glide, it looked really good, good enough to place third. He also had a new Cobra-powered model to trim after the event. It improved with each flight. Peter revealed to me that both his models have under camber – does anyone else have it? I don't know of any E36s that have it. Perhaps he's a pioneer?

Graham Maynard struggled all day with a new model that was responding to trimming but he really needed a lead up day to do a more thorough job. After all flights were completed subsequent trimming caused a steep climb and strong roll to the left under power. The DT kicked in after 6 seconds, too late to save it. Graham has an innovative plan for the replacement wing.


Graham chased trim all day

Mati Tabur offered to come up to help and that he did, taking the lion's share of timing on the day.

It was a great day to be out in the open, practising social distancing, with models as far as possible away from their launchers. Seven competed this year - how many can we expect next year?

Malcolm Campbell

E36 RESULTS

Entrant	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	TOTAL	PLACE	Maxes	Model	Power
Ben Lewis	120	120	120	120	120	600	1	5	OD Nu-Skool	Cobra
Malcolm Campbell	120	120	120	120	114	594	2	4	Joulebox III	Cobra
Peter Nash	113	120	79	120	120	552	3	3	OD Eclipse	1806N
Des Slattery	118	85	106	112	120	541	4	1	Lime E	Cobra
John Lewis	75	120	115	120	100	530	5	2	OD Spectrum	Cobra
Kathy Burford	95	120	35	120	79	449	6	2	Apache II	1806N
Graham Maynard	43	81	62	66	72	324	7	0	OD	Cobra
Maxes per round	2	5	2	5	3			12		



2020 E-36 winners: 2. Malcolm Campbell 1. Ben Lewis 3. Peter Nash

2019



Kathy Burford

2020



Ben Lewis

2021?

Watch this space

NSW STATE CHAMPIONSHIPS - WEST WYALONG

Albert and Craig ventured south in difficult times with border closures and bad weather. The first two days were beautiful, but then it rained after the first event. So the Southern Cross cup wasn't run, and Victoria reclaimed their State Champs for later use (if they're lucky).

Albert Fathers had no opposition but himself and he did well, racking up a full house score. Craig Hemsworth had to work for his, having a 4-way FO in F1B. He also won Open Rubber so the trip wasn't entirely wasted for them.

NSW STATE CHAMPS RESULTS:

F1A

Albert Fathers	960

F1B

Craig Hemsworth	960 + 359
Terry Bond	960 + 350
Bruce Hao	960 + 341
Gary Goodwin	960 + 308

OPEN RUBBER

Craig Hemsworth	540
Gary Goodwin	540
Bruce Hao	417

We should have flown yesterday

CHANGING FLYING DATES DUE TO ADVERSE WEATHER

When I was slightly less than half my current age I used to race sailing boats, and I also did it for pleasure. My strategy for an enjoyable sailing weekend was to be prepared by Friday and, if Saturday looked good, I went and if it didn't I waited to see what Sunday was like. This lasted until my children came on the scene and then my sport became go kart racing and I did this for seven years, with the kids watching (with ear muffs) from the sideline. Weather was not a problem; in fact it made it even more exciting.

So what's that got to do with flying? Well most sports are weather dependant and this gives the organisers some anguish. Computers have aided us immensely with relatively accurate forecasts for the week ahead that sometimes go pear-shaped at the last minute. But in the main they give us good information for local and surrounding areas if you look that far (which I do). Willyweather and for some Weatherzone are great tools so, aided by these and BOM Radar for rain and of course looking out the window, we can forecast weather pretty well. It's always been part of free flight aeromodelling.

But sometimes we get it wrong, and so do the professionals. For a long time, "*on the field on the day*" decision making was the mantra. But with petrol now as high as $1.55 per litre and some of our club members living further than an hour's drive from the field and some up to three hours away, turning up and finding the day called off is both expensive and time wasting, and of course disappointing.

So what can we do? I use the forecasts for the field and areas surrounding it, and study the reports for the week leading up to scheduled competitions, and it seems to work pretty well. I know that Lockyer Waters uses readings taken at Gatton, 16 km away, and quite often the winds can be far less on our field. We've all been witness to that. That's why I look at surrounding areas.

When the weather looks much better on Saturday than Sunday and particularly if the following Monday also looks grim, I start to consider who would be flying in the competition. I do this by email, because most members have email. For the Scale, QDP and Mini Power weekend, I made contact pretty late in the week, Thursday I think, and most flyers of that class said either day would do, and some even preferred Saturday. So the decision was made on Friday afternoon to go Saturday and an email was sent to <u>all</u> club members. We could have elected to decide on the field on the day but, if we had, <u>no one</u> would have flown. And, because it was windy early, perhaps only a few might have turned up anyway.



As it turned out, it was a lovely morning for five flyers and two helpers, all BFFS club members, until the westerlies came in at 11.30 am and intensified. All events were completed before then. Sunday was a write-off with winds to 10 m/sec and above, and Monday was even worse with winds tracking above the 10 am prediction of 12.4 m/sec (gusts of 14.9 m/sec).

But I couldn't please everyone, and some were apparently vocal about it. All I can say is I tried and I used good methodology, with committee backing and flyer support. I understand some can't shift plans on short notice but I re-iterate, I contacted all that I knew would compete (actually I missed one who didn't look at his emails on Friday – sorry Peter).

So where does this take us? We think we should adopt this model, with some improvements, to avoid unnecessary travel and expense by making a decision on the field. I believe that a decision "*On the field, on the day*", for <u>most</u> cases in a modern electronic world, is practically dead*, but there will be times of course when events may still be closed off or postponed on the field if weather suddenly becomes unflyable.

Malcolm Campbell

** see point **5** on the next page*



SO WHAT DOES YOUR COMMITTEE PLAN TO DO?

1. We will follow the Flying Calendar as much as possible however, when it appears that a scheduled day is unflyable, we can either postpone events to a reserve day (*we may need to include more reserve days on the calendar*) or use the Saturday, providing the majority of those intending to fly are agreeable with that decision.
2. When adverse weather makes a date change necessary, the committee will make a decision based on the relevant weather information and provide notice by email. This process would start on the Tuesday and we could advise the club of a possibility of a change.
3. The intention to change a flying date will be a "heads up" email to all club members by Thursday afternoon at the latest. The change in date will be confirmed by another email on Friday afternoon. (*Advising earlier than Thursday may be over-reacting and counter-productive.)*
4. The first email would alert people that they may need to prepare models or if possible rearrange other commitments. For the majority, such communication would be by email. Those without email would be contacted by phone.
5. There may still be times when the weather at the field is not what we expected so there may be occasions where an event may be put on hold, declared or postponed, on the field, on the day.
6. During periods of good weather, adding extra flying days including Saturdays may be a good option for those that want to do trimming/testing, providing a key holder is available. Notification of any change in days would be via email*, as per point 3 above.
7. We don't expect club members to mark off both days of every weekend where a flying event is scheduled, on the off chance a day change may occur. We expect such decisions will be in the minority. August westerlies or major rain events will most likely cause date changes.
8. We do appreciate that people have other commitments and we always endeavour to publish a satisfactory flying calendar and issue this in advance for member approval.

* ***Sample email for an impromptu testing day:*** *"My intention is to open the paddock at Coominya for testing at 8 am this Sunday. Currently, the weather looks very good but I suggest that those interested check in with me by phone around 5pm the day before so I can confirm the day."*

MINI DRIVERS

John Lewis







I am always searching through my tool boxes looking for the right size hex driver so when it came to my birthday and I was looking for something to make life easier I decided to get a set of both imperial and metric drivers.

I found DuBro produced what I wanted but then nothing is ever easy.

After mounting them on the side of cupboards I discovered the handles rubbed against the side of the cupboard so I cut a piece of coloured acrylic to provide clearance.

Same colour as the drivers - yellow for imperial and Red for Metric. I never realised until recently the colours related to anything.

CONSTRUCTION CORNER

Larry Brownlow





I have converted a rubber model to electric but need long grass and good weather to trim it properly.

The first flight over solid ground resulted in damage to the U/C, airframe and covering which required tedious repair and repainting of the antique finish so I don't want to risk that again.

I have attached photos so you can see the Electric Controller on the cowling side in Pic 1.
It is adjustable for both Motor Power and Run Duration.

John Lewis



OK, it's not FF but it is cool



Pieter de Visser



New AM Cabin Duration

Brian Taylor





Junkers D1

The model weighs 12.4 grams at the moment but I might change to a lighter propeller.
The corrugated effect was achieved by first printing a suitable corrugation pattern on the Esaki white tissue then printing the other colour patterns over the top.

Another trick I've been using for a while to achieve flexible hinged surfaces is to use a thin line of Deluxe Materials SuperPhatic glue along the hinge point. I've found that this glue remains flexible when dry and provides a fair degree of movement. The hinged surface will also remain in a desired trim position if held long enough.



My experience using Deluxe Materials EzeDope

by Brian Taylor

I decided that I was pretty much over the smell of traditional dope so It was time to try this new stuff that had been written about in the modelling press, called EzeDope.

I had the bare bones of an E36 I had started a while ago. It was the ideal subject for a trial of EzeDope. I have previously had success with the tissue on Mylar covering method using the traditional dope.

I decided to use 10 thou Mylar on the E36 wing. Having attached the Mylar to the wing using Balsaloc and shrunk the Mylar to remove any stray wrinkles; it was time to tackle the tissue. The Esaki tissue was coloured appropriately, courtesy of an Epson printer using the water-resistant Durabrite ink.

I usually start with the inner panels and work out to the tips. I found in the past that rubbing alcohol worked better than water to attach the tissue to the structure because it dried faster and didn't seem to cause any blushing when using the traditional dope, so it was used again.

I mixed up a batch of 10% EzeDope and 90% rubbing alcohol. The tissue, with the smooth side down, was positioned on top of the Mylar and was liberally sprayed with rubbing alcohol via a spray bottle. The tissue usually goes wrinkly but the wrinkles can be removed by a combination of respraying, lifting the tissue and rubbing with a facial tissue.

I had to be careful not rub any of the printing off. The 10% solution of EzeDope was then liberally applied with 1/2 inch wide soft brush. Once all the tissue was well coated I then used facial tissues to smooth and wipe off the excess EzeDope. The newly covered surface was then weighed down to prevent unwanted warps. The use of a strip of Glad Bake underneath prevents sticking to anything.

I found it usually takes about 4 hours to dry, probably shorter in warmer weather. I had a bit of trouble cleaning the brush. It was supposed to wash out in water but this didn't work so I tried the rubbing alcohol but this didn't work either. I eventually had success with thoroughly washing the brush with soap and water then rinsing with hot water.

The tissue was trimmed to allow a small tuck under and this was then attached using the 10% mixture. When all was dry the underside was attached using the same method. A further coat of EzeDope was applied to all covered surfaces. So far no problems.

I've since covered a P-30 with Esaki tissue using EzeDope. I tried a 30% EzeDope, 70 % water mixture. This seemed to work well but needed a second coat. I tried using a 40% EzeDope, 60% water mixture to see if one coat would be sufficient but found it left white streaks that I could not remove, so I went back to the two coats of the 30% mixture.

I've now covered a small rubber scale Stuka using the EzeDope to seal the printed tissue. I found that two coats of 30% mixture was enough otherwise it starts to make the tissue too shiny for this type of model. I stopped using the rubbing alcohol



P30 wing tip, showing EzeDope streaks



Two coats of 30% EzyDope were enough for the Stuka

because it dried to quickly in the hot weather and made the brush hard to clean.

The latest project to use EzeDope was an F1H glider. I thought I would like a tougher covering on the wings so eventually decided to cover the wings with Esaki tissue on lightweight polyester. The polyester was applied with the shiny side out using Balsaloc as the adhesive. The top surface was covered first then trimmed leaving a small flap to fold and adhere underneath.

The lower surface was then covered and trimmed to size. The polyester was then tightened to remove any wrinkles. The lightweight polyester is quite porous so I was hoping that the Esaki tissue would help overcome this. The tissue was applied dry then water was sprayed on the tissue via a spray bottle. I found the wrinkles could be removed from one end by gently pulling the tissue and smoothing down



F1H wing

the tissue with a facial tissue, I could then lift the tissue at the other end and by gently lowering it back down most of the wrinkles would be removed.

I had to keep the tissue wet because the polyester seemed to soak up most of the water which made the tissue harder to position. I brushed on a mixture of 15% EzeDope, 85% water to attach the tissue. Then it was weighed down and left to dry.

I applied a further two coats of a 30% mixture to the wings. The EzeDope certainly stuck the tissue to the polyester. The wings eventually weighed 71.4 grams.



F1H stab

The tail plane was covered using tissue on Mylar. Five micron Mylar was used. Mylar certainly makes the tissue easier to position and to remove any wrinkles.

This time I used the 30% mixture to attach the tissue. The mixture was applied liberally then the excess was gently rubbed off with facial tissues to make sure the Esaki tissue was well attached. Then another light coat was applied then left to dry. No additional coats of EzeDope have been applied. The tissue seems well stuck to the Mylar. The tail plane weighs 8.8 grams.

My conclusion -

The optimal mixture seems to be 30% EzeDope, 70% water.

PRESIDENT'S REPORT AGM JUNE 2020

Not a lot to report since our last meeting as we haven't had much flying over the last few months. From reading the June BFFS newsletter we know a few new models have been built and Mati has progressed his work bench. I spoke to Brian Taylor on Thursday who has been busy making a new Peanut model while John Taylor has found a few kits to build while cleaning up his shed. Des has flown his new electric Playboy as have I recently.

The weather forecast dampened the enthusiasm of most who were intending to go to our recent Fun day however Ron, Larry. Mark and his boys along with myself had a productive session until 11 am when light rain began to fall.

Normally I have presented a draft calendar at our AGM for the following year but with the current uncertainty I have decided to leave it another few months.

At this stage next year's program will be similar to this year's unless there is a demand for change. As you will appreciate everyone is finding it hard to plan at the moment particularly businesses that rely on overseas travel etc. As things are at the moment we can fly for the remainder of the year. Maintaining social distancing should be easy at our outdoor venue but Indoor has been cancelled for the remainder of 2020. I have arranged with the school to transfer our bookings to next year.

Good to see you all today looking fit and healthy and hope to see you out flying for the remainder of the year.

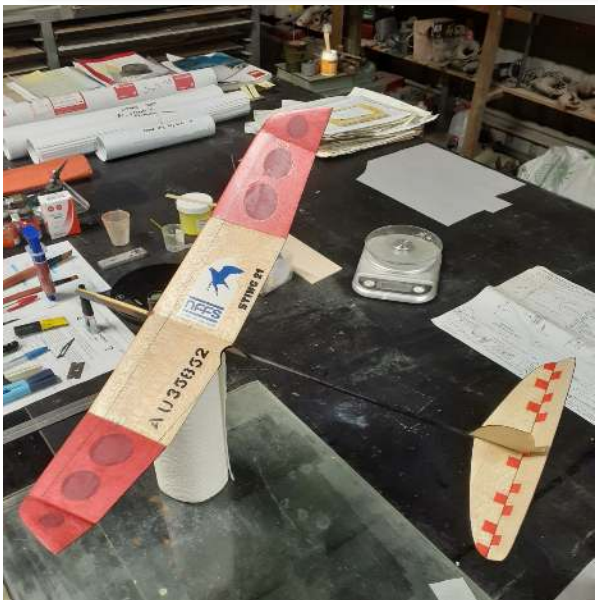
John Lewis

Len Surtees









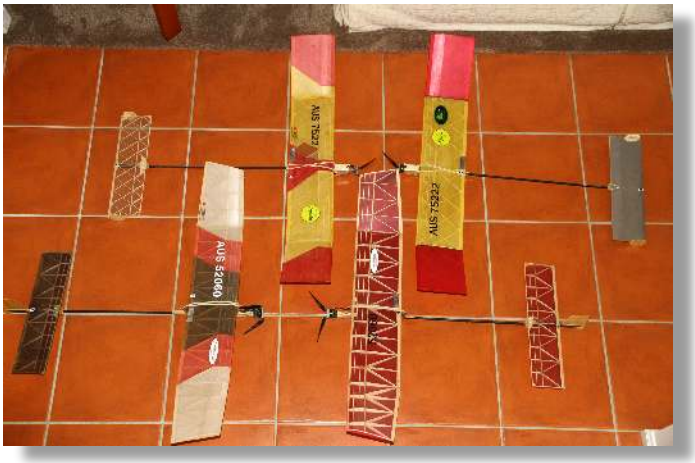
LEN SURTEES RETURNS TO HLG

After not flying free flight or F2B control line for over ten years Len Surtees is now looking forward to a return to designing and building new gliders and possibly kitting them later this year. From feed back recently Len says it seems the first and purist form of model flying (being hand launch gliders) is struggling to find enough flyers to run an event. This has to change he says, so he'll endeavour to promote, and try to inspire new participation. His first contest will be the Q'ld State Champs. Photos show some of Len's gliders that have been stored under the ceiling of his workshop gathering dust.

You'll see his kitted STING 30 DLG built 17 years ago. He's just reduced wing tip chord by 10 mm and a bit of a touch up on wing trailing edge. The STING 18 Is a very high launch glider as the wing is only 3mm (1/8") thick and the 36" DLG is UK flyer Mark Benns' Spin Up that he also kitted back in 2003.

Malcolm Campbell

There's nothing special in the way of construction from me. Just a new E-36 wing for Kathy and a few repairs while waiting for the westerlies to quieten down so we can get some competitions completed. The two newsletters are my free flight fix.





COVID CONTROL LINE CONSTRUCTION CORNER



Something you don't see often in a free flight newsletter!



The Rimfire

Photos and construction report by John Lewis



As a teenager I met up with a group flying Control Line models at Victoria Park.

This experience started me down the path of building control line model aircraft initially and later Free Flight and Radio Control models. I already had an interest in model aircraft from building Frog Junior and Senior series and a few Kiel Kraft rubber-powered models.

At that time we mainly used OS or Taipan 1.5 or 2.5 cc motors so designs were often adapted to suit the motor we had. Two popular models that were flown in our group (the Carioca and Rimfire) I discovered many years later were scaled down from 5 - 6cc versions.

I really liked the Rimfire with its impressive cowl but try as I might I had difficulty carving the cowl from block balsa. One of the group offered to teach me and one day came to my parent's home and taught me the necessary skills. That I think was a turning point in discovering how patience and using the appropriate tools could allow me to fabricate what I wanted.

A few years ago I discovered the Rimfire full-size plan was available and I was quite surprised to discover it was designed by the late and great Alan Edwards of NSW Free Flight fame. Van Richards-Smith was in that original group/club - actually he was the president and attended the same high school as I did a couple of years later. Also at that same school (Brisbane Grammar) and in my year were Malcolm Campbell and his twin brother John as well as Ron Chernich. Ron was in my class and along with Malcolm, John and Van we were all members of the school model aero club.

Van and Ron along with their Free Flight interest still remained more committed to Control Line over the years that followed so I thought it would be fun for us to build the Rimfire again and relive our teenage years.

Often these ideas remain as ideas and in the meantime Ron passed away. Recently Van built the full-size Rimfire and I decided to do the same. Both Van and I have used OS 25 LA motors which are ideal for the size of this model.

These days we have a better range of tools and I guess we are probably a little better at building. I found it most enjoyable building something a bit different to our usual free flight models. Apart from no carbon fibre much of the construction uses the same skills and materials.

The part I was looking forward to the most was still the cowl so I started with the boring bit first - the wing.

Actually that was an interesting, and more difficult than the usual Free Flight flat-bottom or under-cambered wing that is built on a flat building board or form. The Rimfire is a bit unusual as it is spar-less, so I started with the trailing edge pinned down flat and then attaching the ribs. A couple of things to remember were





making the inboard wing a little longer and making provision for the bell-crank!

I soon discovered there wasn't much available for control line models in the hobby shops these days but I did have what I needed in terms of bell-cranks, wheels etc as well as some canopies I had vac formed at school when I was teaching aerospace. Once I had the wing together I quickly progressed to the fuselage sides and tailplane.

I learnt to solder before I was a teenager. Why? Short answer - at the end of Victoria Park was a swamp with an island in the middle. As young kids we wanted to get to that island so we bent up a sheet of galvanised iron and soldered both ends. We built a flimsy canoe that would capsize easily however it did mean I learnt how to solder at an early age and heating soldering irons on a gas stove. I still use a gas hot top although these days I have a collection of electric soldering irons.

So why am I talking about soldering I hear you ask? With no control line fuel tanks available in the local hobby shops it was a case of making my own. Actually I probably would even, if I could buy something similar. I like shim brass as it's easy to solder and doesn't rust. The Rimfire feed pipe exits the fuselage near the rear end of the tank with some brass tubing re-entering the side of the fuselage nearer the motor. This allows you to see the fuel passing through the clear tubing on the outside while chocking the motor. Well, I thought it was clever and made the tank as per the plan with the overflow exiting the bottom of the fuselage through the cowl.

Finally I was able to start on the cowl and decided to laminate a few pieces of ½" balsa together cutting away the lower sections first to clear the motor. Once I had the motor covered I was able to remove the cowl and shape the outside. Once I had the outside shaped I could

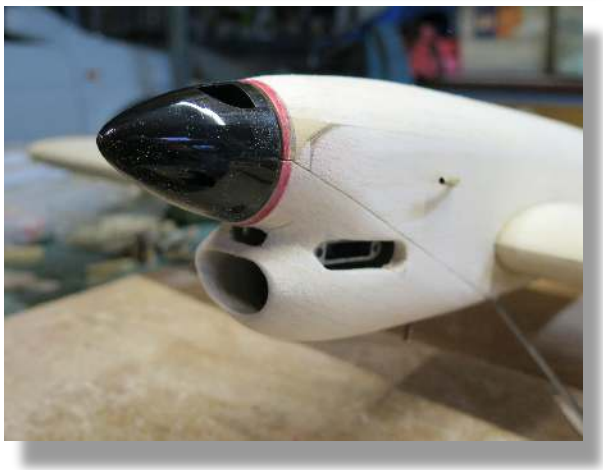












estimate how much more wood I could remove on the inside to allow more cooling around the motor. What we didn't have as teenagers was a selection of fibreglass cloth and resins. I reduced the outside shape by around a millimetre then added the glass and epoxy resin which brought it back to the finished size.

Being a control line model there are those little touches like pilots, canopies and wheels plus the scope to do some interesting paint work.

Now all I need is a calm day when Van is available for us to relive our teenage aeromodelling memories.

John Lewis







My first Control Line kits I remember supplied linen tape for hinges on flaps and elevators.



Although it served the purpose by being strong enough it was fairly thick, leaving distinct ridges on the flying surfaces. One of the things I learned early in my Aeromodelling career was to use materials that were designed for other purposes. Col Somers and Des Slattery were always masters of this approach but it was the local flying group I first joined that alerted me to typewriter ribbon. I have used it for close to 60 years both as an elevator hinge material but also for other areas that need reinforcement. It is strong, thin and doesn't seem to rot of deteriorate from dope or balsa cement.

Apart from Control line hinges I have used it on adjustable rudders on Free Flight models. Finding an old used roll is better than a new one as the ink is less inclined to be an issue. In the case of Free Flight rudders I cut the tape down the centre and just use the red side. I use balsa cement to attach it to the fin alternating it on both sides and when dry I later attach the rudder. While the glue is wet you can slide the tape to pull it closer. Once dry on both surfaces I use a sharp blade to trim the ends and remove the excess by using lacquer thinners to soften the glue which then gives a neat effect with all the pieces the same length.





Other applications that are less fiddly are using it to reinforce joints such as the tubing where I run the flap horn wire through or attaching fairing to undercarriage legs. Hence I find it useful for Free Flight, Control Line and R/C models.



Surprisingly it is still available new on eBay if you don't have some lying around at home.

John Lewis



Balsa sheeting

How do I quickly clamp down leading edge sheeting be it for an old Timer, QDP or a Control Line model? I find wooden clothes pegs excellent having the right amount of tension without crushing the balsa. They are quick to use and cheap - and they're available from Bunnings.

I use warm water on the outside of the sheeting which expands the outside surface creating a curved shape and use white glue on the structure to provide working time.

Light weight straight grain balsa works well but if you need a tight curve I use ammonia in the water to help eliminate splitting.

(My current project is an Aeroflyte Thunderstreak.)

John Lewis

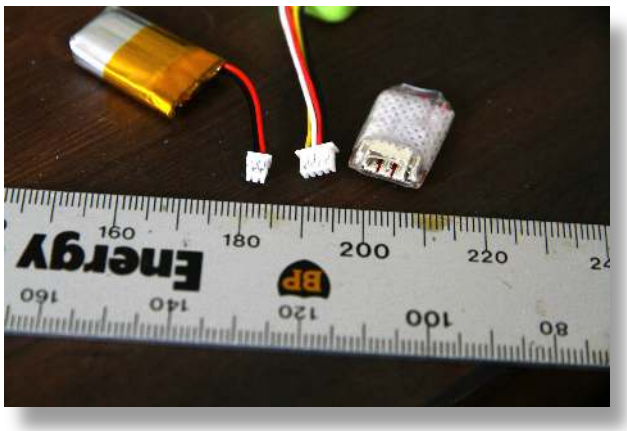








Always remember the decimal point when ordering a 7.5mm drill bit



I like getting high. So I bought some bits from Hobby King to see how high I actually get.

Stay tuned for info.

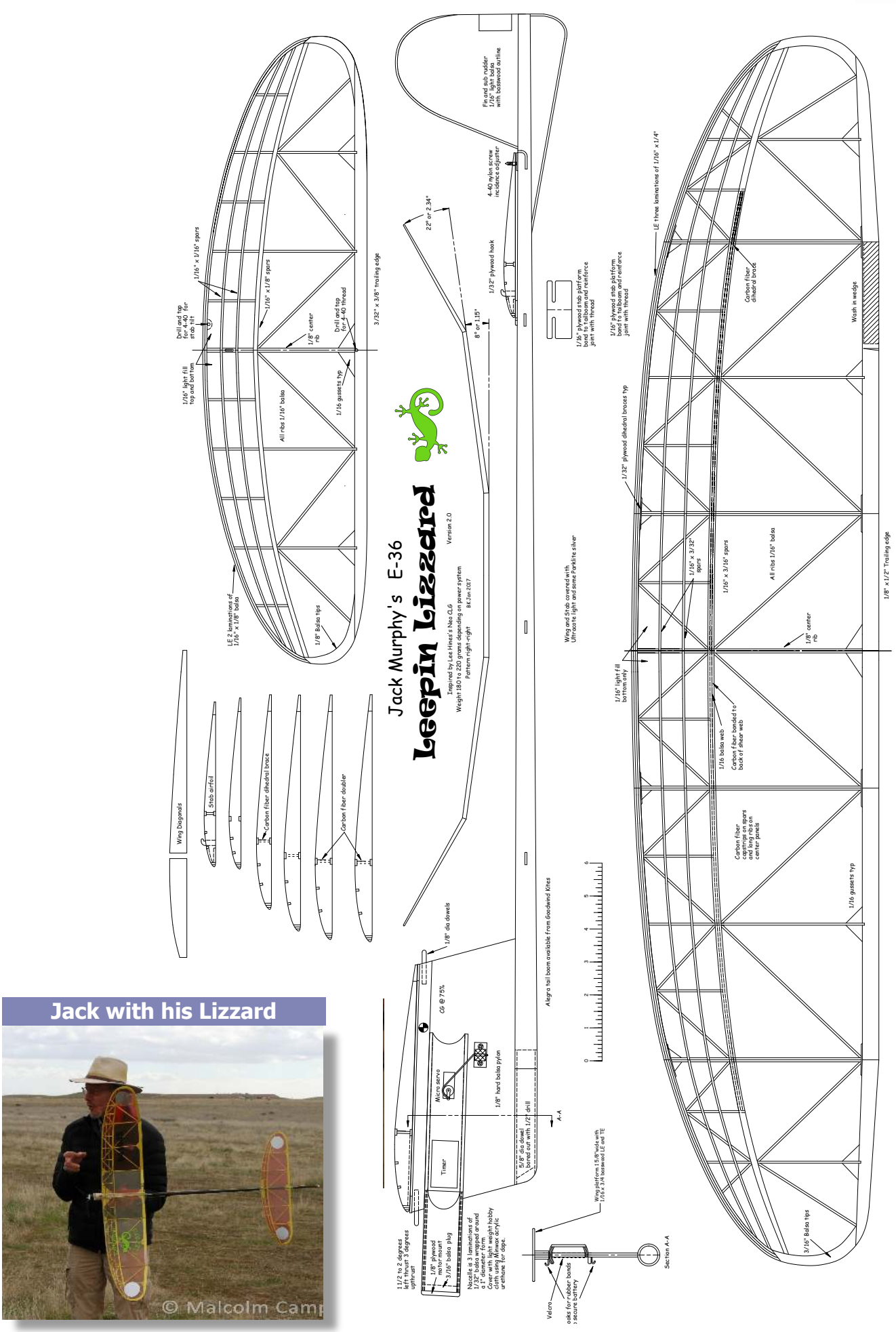








Jack Murphy's E-36 Leepin Lizard



Jack with his Lizzard

Looking back to last century

THE QUANTUM 20

USA INDOOR HLG 1997 1ST PLACE

Late 1996 I became interested in travelling to the USA to compete at their NFFS Indoor National Championship held at Johnson City Tennessee at the University Indoor football stadium. This came about due to correspondence with a fellow HLG enthusiast in America who made the suggestion that I compete at the 1997 event held in May.

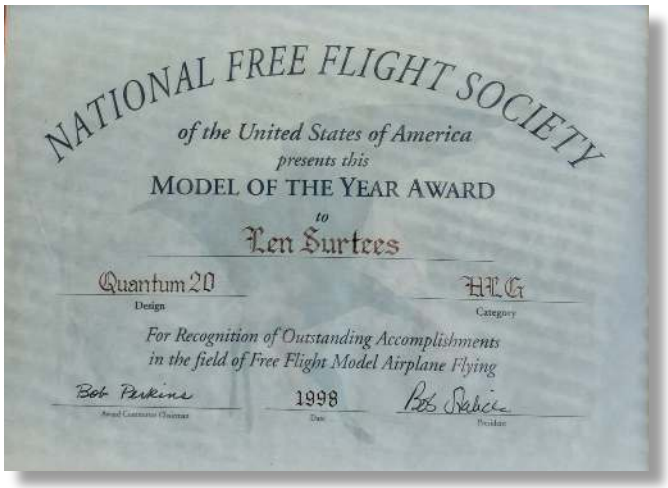
This gave me 6 months to prepare and, not ever flown indoor high ceiling Category 4 = over 30 m ceiling (over 100'), I applied my mind to the challenge.

Through a contact in USA at my request I received eight names and addresses of past National Indoor HLG champions. I wrote to them all asking for advice and each one sent me pages of notes and drawings of their glider designs which I thankfully received. All done via snail mail. I carefully read and digested like a sponge each design until I understood their thinking and designs ideas.

After a week of contemplating their designs I decided to push them to one side clearing my work bench and placing a blank sheet of paper in front of me. Decision time; try to copy or develop new ideas for age old problem of maximum launch height with minimum sink rate. Not knowing best size glider I designed the QUANTUM series being a 20", 22" and a 24".

The main design features being to minimise drag so wing chord was reduced, 60% of wing was straight, with only wing tips angled up to help recovery transition into glide, the wing was mounted on a thin pylon to give clear air from fuselage, the conventional thick wing finger brace was replaced with 1.5 mm thick plywood brace, conventional stab and fin was replaced with a "V" tail, standard balsa fuselage replaced with a lightweight tapered carbon fibre tube, conventional modelling clay for nose weight was replaced with round nose flush brass plug in weight, and I machined a lightweight titanium tapered tube with one end epoxied into the carbon fibre tube at the back of the wing pylon which then allowed the tail boom to be removed but most importantly i could rotate tail boom to adjust glide circle, The titanium fuselage joiner weighed less then 2 grams!

One could say that my design was a Quantum leap forward at the time and it proved to be an excellent glider. My winning best time at USIC in 1997 was 76.6 seconds which I was happy with as I had injured my lower back a few days before the contest and I had also torn my right groin muscle graft due to removal of my lymph gland several years earlier. This glider is capable of over 80 seconds and in 1998 the National Free Flight Society of America awarded my QUANTUM 20 "Model of the Year".


NATIONAL FREE FLIGHT SOCIETY
of the United States of America
presents this
MODEL OF THE YEAR AWARD
to
Len Surtees
Quantum 20 (Design)
HLG (Category)
For Recognition of Outstanding Accomplishments
in the field of Free Flight Model Airplane Flying
Bob Perkins
1998
Bob Stalcup

Now to the present - later this year I will build a new Category 4 IHLG even more innovative then Quantum and will try to beat my Australian record that still stands at 76.6 seconds. That's something for this 70 year young Free Flight glider enthusiast to aim for.

Len Surtees


Three in the Big Bird FO #2 in 1999.


Adrian Bryant's design, the Golden Boomerang seen at Muswellbrook some years ago.
BACK ROW: Alan Laycock, John French, Adrian Bryant, Barry Dent and Merv Buckmaster
FRONT ROW: Des Slattery and Col Somers
Sorry, I know they have elevators and rudders, but they make a great picture, don't they?

BFFS Spy





Mati's been a great help timing



Des has a model for all occasions



And the magpie liked his Playboy!







STAY CLEAR OF GRAHAM'S TREE - Breeding Season



Dale and William Jones with son Darren, back on the field



Friend or Foe? I wish they could fly over to the side of us.

JOKES PAGE

Day 18 of lock down. Filled the dog with helium.



The emotional support dog after I get done telling it my problems.



I'M GOING TO STAY UP ON NEW YEAR'S EVE THIS YEAR. NOT TO SEE THE NEW YEAR IN, BUT TO MAKE SURE THIS ONE LEAVES!



AND JUST LIKE THAT

HAVING A MASK, RUBBER GLOVES, DUCT TAPE, PLASTIC SHEETING AND ROPE IN YOUR TRUNK IS OKAY

A neighbor suggested I put horse manure on my strawberries. Tasted horrible! I'm sticking with whipped cream!

Yesterday I spotted an albino Dalmatian. It was the least I could do for him.

When Does Season TWO of 2020 Start? I Do Not Like Season ONE.



BRISBANE FREE FLIGHT SOCIETY
2020 Flying Calendar



Month		Date	Start	Event	Location.
	F	Sun 13th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
		Sun 27th	8-1pm	Open Rubber & P30 State Champs (3 flights each)	Coominya
October	CP	Sun 4th	7-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
	CP	Sun 18th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 25th	7-1pm	Reserve Day	Coominya
November	F	Sun 1st	7-1pm	Club **glider model** fun & testing day including CLG & RC Gliders	Coominya
		Sun 15th	7-1pm	Reserve Day	Coominya
December		Sat 12th	12-4pm	Xmas party and prize presentation	TBA

Outdoor State Champs IND Indoor State Champs CP Club points apply F Fun Fly

**FIRST DUTY OF THE KEYMASTER ON FLYING DAYS Text Jesse 0417 077 781 "*BFFS on*

2020 FREE FLIGHT CALENDAR

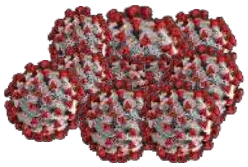
Ve… at 7



Whoopee! 2020 is nearly over.
I can hardly wait for 2021







Another COVID cluster restoration by John Lewis. Yes, it's not FF but once again it is some cool work.



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 Mt Tarampa, if you are travelling west. *(Banool Rd comes off Watson's Road that comes off the Coominya - Esk Rd.)*

GPS coordinates of the gate are:

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

My name is _____

And my mobile is:_____

R E M E M B E R

FIRST DUTY OF THE KEYMASTER ON FLYING DAYS:

Text Jesse 0417 077 781

"BFFS on the field"