The magazine for all those who love Free Flight

THE BFFS DIGEST

March 2021



In this issue:

- *Using a tracking system*
- *Trimming days*
- *2 minute Club competition*
- *Construction Corner*
- *2021 Flying Calendar*

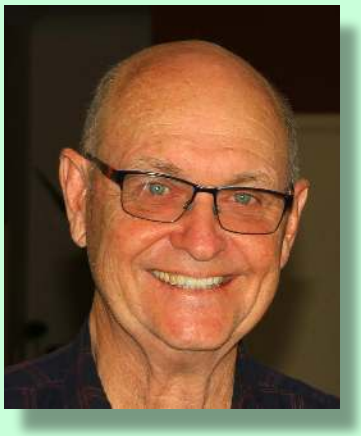
It's still here, take care!

COVER PAGE:

I love this photo of Des Slattery launching his Little Sniffer at our first trimming day for 2021. Des is 87 years of age and is often first in the air on the day and he undoubtedly flies more models than anyone on the day.

Photo by John Lewis

PRESIDENT'S REPORT



2020 was a difficult year for flying Free flight with travel restrictions and a period of lockdown. Fortunately the second half of the year allowed us to run the reminder of our calendar however participation was reduced with some members self-isolating or experiencing poor health. Although we are fortunate to have zero locally acquired transmissions at the moment, border closures can occur at anytime making it difficult to plan both international and interstate travel. We have provided a draft calendar for 2021 however changes will probably occur throughout the year as required. I am still waiting confirmation from the school in regard to our indoor dates as their other bookings have not been finalised due to COVID uncertainties. (ED: Calendar now confirmed)

Adverse weather makes it difficult for our flying as well and we had a number of days affected by predicted rain and strong winds.

Therefore late last year we decided to issue a heads up notice if flying might be cancelled by Wednesday night with a final decision made by Friday night. Heading into 2021 we will continue with this so check your emails prior to any scheduled day.

Apart from the pandemic and weather difficulties, old age and ill health continue to reduce our physical abilities while family commitments sometimes prevent us from attending events. Trimming days and fun days appear to be working well however it is my intention to provide contests for those who want to participate. Some events will by their nature attract small numbers such as Power or Scale but I think its important to provide opportunities to those that have the models and wish to compete. In the words of Ron Munden (who is not here today due to ill health) "*We should do it for as long as we can*".

With reduced flying opportunities in 2021, I rediscovered the joys of building (even if they were Control Line models) so as one door closes another opens. Malcolm has recently built and successfully flown his new Aiglet and I know Ben is working on a new E36 incorporating hi-tech materials. Mark continues to explore new construction ideas with his Coupe d'Hiver development as is Len Surtees with his HLG models. So if flying is restricted in 2021, enjoy the year building some of those models you never had time to do and share your experiences with some photos and an article for the newsletter.

Finally a big thank you to John Taylor for all the help and support he has provided to our club and members. As you would be aware John is about to move to Western Australia.

I first met John at MAAQ committee meetings when I was the Free Flight Administrator and John was the Control Line administrator over 20 years ago. Although John's main interest was Control line he has on many occasions assisted as the Free Flight contest director, performed the role as MAAQ Free Flight administrator, and provided help and assistance on contest days.

I remember him turning up with sand and cement and water to help repair the small bridge we used entering our Coominya field. John also facilitated the use of the Dalby Club's field and provided fuel for many of us. John also organised the Dalby Nats and although the weather presented challenges he had fall back sites that enabled the show to go on. However, the thing that I most appreciate about John is the care and support he has provided to people such as Ron Munden and William Jones, dropping in for a chat to keep their spirits up when they have been in ill health or just being there. John is - "the friend in need is the friend indeed". I know I speak for all the club members wishing John and Ann all the best for their new life in Western Australia.

I guess we will now need a new Peanut Scale judge as well.

Cheers

John Lewis

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SECRETARY'S REPORT

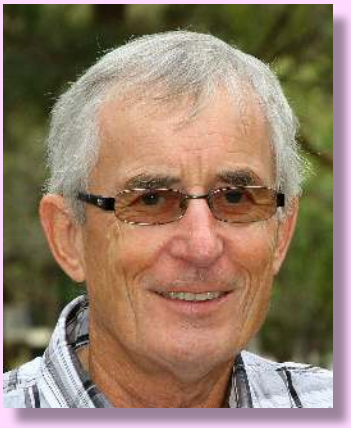
We had good numbers for our first day back at Coominya and I'm hopeful of seeing a few new models gracing our skies at our next outing.

Safety at the field gains even more importance with our older members and I must emphasise the need to always abide by the 30 metre rule. Wind changes can be frustrating but we must stay away from the cars and assembly areas at all times.

I've already booked my accommodation for Narrandera and West Wyalong and truly hope these premier events get the green light this year.

On a sad note, I offer Albert Fathers our sincere condolences. Elly Fathers passed away in early February after a very long illness. Albert can now plan for a happier future and I'm sure he will be back into his aeromodelling very soon. I believe he has a very special F1A that I am super keen to see close up and in the air.

I'm hopeful we'll have a full State and National calendar to fly to this year but until vaccination numbers get up we should still be ready for a few surprises.



Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

Another great issue! Thanks Mal.

Don DeLoach USA

That's an excellent newsletter; if you could put me on the circulation I'd really appreciate it. Kris enjoyed the pictures of home.

Stuart Darmon UK

Thanks for the latest BFFS Digest. I didn't think that they could get any better but you keep proving me wrong! An absolutely fabulous read!. Paul Rossiter WA

Great Digest. We loved NZ photos, it was like we were there now.

William and Dale

Great newsletter, good to see CLG, HLG, TLG having a large report plus plans. Well done and thanks.

Best Regards, Len Surtees

Considering this year being what it's been, once again you did a fabulous job of entertaining us with your sparkling Newsletter/Digest. Thanks again for the work you do for us all, well worth it Malcolm. And thank you for sharing it with us.

John French, Eden, AUS

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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

Thank you for helping

We really could do with some more contributors.

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:_____

REMEMBER

FIRST DUTY OF THE KEYMASTER ON FLYING DAYS:

Text Jesse 0417 077 781

"BFFS on the field".



First Trimming Day for 2021

COOMINYA 24 January 2021

Report by Malcolm Campbell
Photos by Malcolm Campbell and John Lewis

John Lewis's Slytherin QDP

We had wonderful weather for our first day back on the field. Virtually no breeze on arrival and very light winds through to 10 am when the 3 - 4 m/sec breeze arrived as predicted. Ten were on the field - John Lewis, Graham Maynard, Des Slattery, Bill and Dale Jones, Ron Munden, Kathy Burford and Malcolm Campbell rounded up the numbers on the top field with Mark Armour and his elder son Max trimming in their usual spot.

Kathy and I had three A1s to trim, and one was brand new. This was my second Aiglet, the first one being built in 2007, and I intended to fly it first up at 7.30 am in still air. It only needed three hand glides before I towed it up and it went straight to the top of the line maxing its very first flight! With still air testing ticked off I put it away until later in the morning for when the breeze got up. Skipping forward to mid-morning with more breeze, the little Aiglet continued to climb dead straight to the top of the line - four more flights more excellent flights. The only changes made were small tail incidence and glide rudder adjustments – it doesn't get much better than that. My old Aiglet which Kathy will inherit was not as co-operative. Although it has a nice glide, it continued to misbehave on the way up and the changes I made to get it to the top suggest it could well do with a new wing. My final test was my Li'l Hinney III. Now it was pulling left on tow in the final 2020 A1 event in October. I tested it today after checking all settings and, with no changes, it went straight to the top of the line, off and into great air – just like it always used to. Kathy struggled on the day and did not fly, still recovering from shingles and with a torn shoulder tendon both giving her curry. She launched all flights left-handed, and got away with it!

John Lewis was sorting two models, his NEO 3-4 CLG and his Slytherin (an OZD power model). Now this model has a very large tail and Ron Munden said it needed more positive incidence to control the roll to the right. Des Slattery said more left thrust was needed. Both old timers could have been right but, when you see how big the stab was, Ron's suggestion had the most merit, and by cutting back the rear stab mount it was in trim. Still more work to do as John thinks he'll still add a little left thrust, just for Dessy. Between Ron and Des, there's at least 100 years of flying power models!

William Jones was happy to watch and observe while Dale flew a few CLGs, one being a canard. Both William and Dale enjoyed the goings on, chatting to everyone, as did Ron Munden. Graham Maynard flew his ex-Hemsworth F1B and played with a



Des's Little Sniffer has been gracing the skies for many years



Malcolm's Aiglet flew beautifully

few other models. He was down a battery on one model that could have flown had he brought one.

Des Slattery was action man as usual, flying what seemed like a dozen power models. Both Super Thermics met an early demise, failing to transition correctly and I think another model went home for VIT damage repairs. Des was talking to John when hooking up one of his Super Thermics, accidentally setting the stab on the stab stop, so getting about 4 mm of positive incidence, and the model flew into the ground. Even Des's super reliable Little Sniffer attacked his work table on the glide. It never seems to phase Dessy when he breaks models because he came to make noise and have fun, and he did both. And he never shies away from repair work.

Ron Munden flew a Pirate rubber model but I didn't see its flights. Mark Armour continued to test modifications to his highly developed Coupe, in the lower paddock, and Max Armour was his chauffeur for the day, proudly driving his first car, a Hyundai i30.

So we all had a good time and will be ready for our next trimming session on 14th February. It's good to be back on the field but we all felt it was still too hot for competition.



Drone Boy captures the action



Dale Jones flies backwards!



John Lewis tests his Slytherin QDP model while Des Slattery and his Little Sniffer wait





Two shots of John's troublesome QDP - needing a smaller stab



Three shots of Des's doomed Super Thermic, Elfin-powered







Ron Munden oversees Des's preparation



Mark Armour's amazing Coupe

The Joy of Free Flight

Isn't it great to back on the field in 2021



Second Trimming Day for 2021



Note the smaller stab (Ver 2a)

COOMINYA 14 February 2021

Report and photos by John Lewis


Mati prepares his RC Tomboy

The weather forecast wasn't encouraging and with light rain all the way to the field I decided to wait at the gate wondering if anyone else would be silly enough to make the trip. Mati and Ron did arrive soon after and the rain cleared providing us with light winds and good trimming conditions.

Mati had an RC assist Tomboy that suffered from a rear CG making it almost impossible to control. I made some progress trimming his new QDP model experimenting with a smaller tailplane while Ron had fun flying a No Frills Wakefield. I assembled my .09 Moonbeam but by 10 am the wind was increasing so flying was replaced with chatting and an early departure by 11 am.

John Lewis

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2 Minute Class club event

COOMINYA 28 February 2021

Story and photos by John Lewis

PREAMBLE: *Models from ten free flight classes could enter this event so there was an opportunity for a wide variety of entries. Light airs would favour power and rubber, and any breeze would bring the gliders into play. Kathy and I were so looking forward to this day and I had spent 3 weeks refurbishing and building new models. We were planning to hedge our bets with an E-36 and an A1 each. An unexpected health issue kept us at home. John Lewis continues the story.* ***Malcolm Campbell***

After a couple of trimming days we had our first competition day for 2021. The weather prediction indicated light winds gradually increasing throughout the morning which turned out to be the case. Although a bit warm it was a good start to the year.

William, Dale and John arrived at 6.45 am and decided to set up near the rusty plough in the bottom SE corner. Ron,Des and Graham arrived around 7am with Peter Nash and Gary Buttons soon after.

John made a couple of successful test flights with his reserve elliptical wing E36 but his first official flight went flat in the climb and failed to max. Des was less fortunate crashing and badly damaging his E36. Des then decided to try his luck with his QDP model and made a second entry. His Stomper had a nice safe pattern and a good glide but suffered from short engine runs.

Dale meanwhile was in the groove gaining good height with her 100 g coupe and easily maxed her first flight. John went from bad to worse after another very flat climb that was back in the ground in under a minute. Peter Nash was very impressive with his first flight easily maxing with his E36.

Ron Munden flew a very old design P30 (Teacher's Pet) but he failed to threaten the field with his first flight recording under a minute. Ron piled



Not a bad roll-up for early in the year

on the turns for his second flight but the front end let go and the fully wound motor destroyed some of the fuselage structure. Dale was still going well maxing her second flight while Peter Nash unexpectedly dropped his second flight.

After his QDP flights Des decided to enter again, pulling out another E36 (Des always has spare models). His first flight found poor air but his second flight found super air. So good in fact that after the DT activated the model refused to come down and was still audible via his tracker some 20 minutes later. Needless to say Des went home without that model. Peter also found good air taking his model towards the dried up lake on his third flight. However the dam he landed in was not dry and it looked like Helen might be called on to take a dip to retrieve it. Fortunately the wind pushed the model safely to the bank. It seems the electronics all survived but half the model was covered in green slime.

John's last flight was looking more promising however both Gary and John lost sight of the model in front of a tree and it was clocked off short of a max. Both John and Gary have limited vision due to cataracts but both are scheduled to have their eyesight improved in the next couple of months. Dale blotted her copybook a little on her last flight but finished on top of the placings. Ron then decided to test his Dixielander and gained impressive height but it soon became obvious the DT wasn't working and with no tracker it meant Ron like Des went home with one less model.

Graham tested a few motors and was happy with them but elected not to compete. Mark as usual made a number of flights with his coupe models early in the day but like Graham didn't fly in the event. Gary didn't have any suitable models available but came out to assist with timing which was much appreciated.

John Lewis

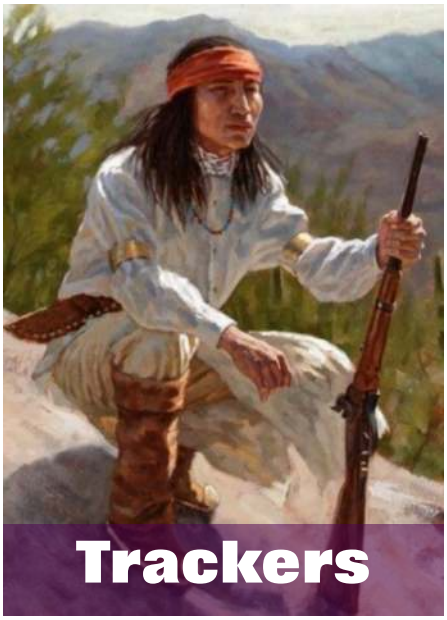


Ron always manages a smile no matter what



Was Peter setting up a picnic for Helen?

Name	Flight 1	Flight 2	Flight 3	Total	Model
Dale Jones	120	120	108	348	100g Coupe
Peter Nash	120	78	120	318	E36
John Lewis	96	42	111	249	E36
Des Slattery	75	53	68	196	QDP
Des Slattery	60	120	-	180	E36
Ron Munden	54	-	-	54	P30



MODEL RETRIEVAL WITH VIN MORGAN TRACKERS

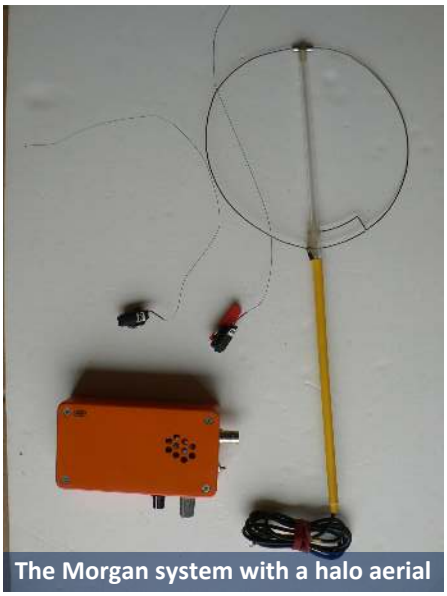
By Malcolm Campbell

Lost models are a lesson we all learn, and sometimes more than once. This is why trackers are essential and are actually fun to use. GPS systems are significantly more expensive, heavier and are most likely found in the bigger FAI classes, but they sure speed up the retrieval process.



GPS is great but expensive

Before losing a model, there are a few things you can do to reduce the chance of loss. Name and address labels are your primary recovery aids. Place at least two on the model, one on the fuse and one on the wing in case they part company. The label should display your name and address, your mobile phone number and email address. A pre-flight check of the DT and timer, preferably the day before, can reveal if urgent maintenance needs to be done. Checking again at the field confirms correct functioning.



The Morgan system with a halo aerial

More than one person has rubber-banded down a DT line by accident, and some have even glued trim tabs under the stab TE during hurried on-field adjustments, effectively locking out the DT. So care in assembly is essential. DT lines, once released, can flail around in the breeze and may snag something preventing an effective DT. Look for possible obstructions and correct them. When I have a DT failure and I'm lucky enough to find the model, I don't immediately pick it up until I look for the cause. New and sufficient rubber bands are a no brainer when setting up your DT.

I always use new button batteries in my beacons before major competitions – they last for about 100 hours. It's wise to replace them when they drop to 3 volts. The receiver's nine volt battery lasts for a much longer time but it's wise to carry a spare.

Now to the model that is flying away and not DT' ing. There are a few things I do when I see a model not coming down –

- *I start a stopwatch*
- *I note wind speed and direction*
- *I clock it off when it disappears from view, or when the tracker signal stops, whichever happens last (usually the tracker signal).*
- *Binos and a compass are essential tools in free flight.*
- *You should take a bearing where you last saw your model in flight, and a back bearing for cross reference, particularly if walking after it (it just might help get you get home).*
- *Lining up the horizon markers is essential, and you should realise that these markers change size and relationship as you approach them on longer retrieves.*

When the model is in the air, the signal comes and goes as it circles. If it progressively fades away, it's still in the air and getting further away. Models in the air can be heard 14 km away, sometimes more. If the signal fades quickly it is coming down. If the signal stops it is on the ground. If the signal is constant, it could be in a tree.

When the model is on the ground, you may not hear the signal until you get within a few hundred metres of it, less in long grass or wet weather. That is why a bearing is essential. If a model lands and is flipped over, the aerial earths out and signal strength is dramatically reduced. Yagi aerials are the best for retrieval. You can wave them from side to side to keep focussing on the strongest signal. Yagis oriented vertically are more sensitive than those held horizontal, in both cases pointing it towards the model of course. I turn down the gain so the signal strength is low and I turn the volume up so that when I get closer the actual sound intensifies better.

You may walk past your model, so that is why waving the aerial around helps you get to the model. Trackers don't lie – the model is out there. Signal bounce in a forest can be frustrating and increases retrieval difficulty significantly. I've successfully retrieved a couple of 2 hour flights, a 4 hour flight and a 6 hour flight, thanks to my tracker and some luck. The 6 hour retrieval was an outstanding success with an F1A glider being found 20 metres into a large forest. Why did it fly so long? The previous flight detached the rudder return spring. Kathy Burford was flying the model and I thought it towed up funny and then it started flying left and right. I discovered the problem when I found the model. Where it was found we'd been an

hour before and there was no signal. An hour later we got a strong signal from the same place. So I don't doubt the 6 hour flight duration. The 4 hour flight flew to Gatton, 16 km away. Within 5 minutes of the signal abruptly fading, my mobile rang and the caller asked if I'd lost a plane! When I got home, I discovered he had also left an email message. So that's why I said earlier that "*Name and address labels are your primary recovery aids*". Another model I lost at Narrandera I had to leave there and go home to Brisbane. Actually it became a night retrieval and there was no moon, and I didn't have a torch. So that's another thing to be aware of. Two weeks later I received a call from a farmer saying he was standing in a paddock with my model but the "big wing was missing". He sighted it as we talked. Arranging recovery he said he was coming up to Brisbane the next week and did I live anywhere near Redcliffe. I lived in Aspley, 20 minutes' drive from Redcliffe. Sometimes you get lucky.

Another lengthy retrieve for me was with one of Albert Fathers' F1Bs that flew away at Springhurst Victoria. It took us both sides of the Hume Highway and the signal had us going in circles for hours. Eventually it was found, in trees, close to the base of a tree. It had actually fallen out of a tree overnight, and that helped when we resumed our search the next day.

Learning to use a tracker is fun too. I was flying in a Scramble against John Lewis when my last flight, set for 2 minutes, landed well out of the paddock, and then darkness fell. I didn't have a torch and John's torch had a near flat battery. Through triangulating my tracker signal I ascertained the model was in the middle of a paddock. The paddock had neck-high grass. Yes, I know, snakes move around at night, but my Mills .75 was out there! With a barely useable torch I did a blind retrieve! When the signal was quite strong I switched on the weak beam of the torch and there was the model, just to my left. Luckily no snakes!

And never give up. Des Slattery lost a new F1J at Dalby. We couldn't find it in our first search but we had a line. Des later went with Roy Summersby and came back empty handed. Des and I went out a third time at night. The Milky Way was magnificent but no signal. The next day we walked further and, by standing on the edge of a high turkey dam, we heard a faint signal. Direction established, we tracked it to the Condamine River. There was no bridge nearby and the signal was still faint but we had to find a place to cross the river. Bearings taken we tracked sideways some kilometres before finding a bridge. We re-established the signal on the other side of the river and walked onto a farm. Telling the farmer what we were up to he joined us in the hunt. Des's model was found under some farm machinery. We were lucky we had good battery strength and we believed our instruments.

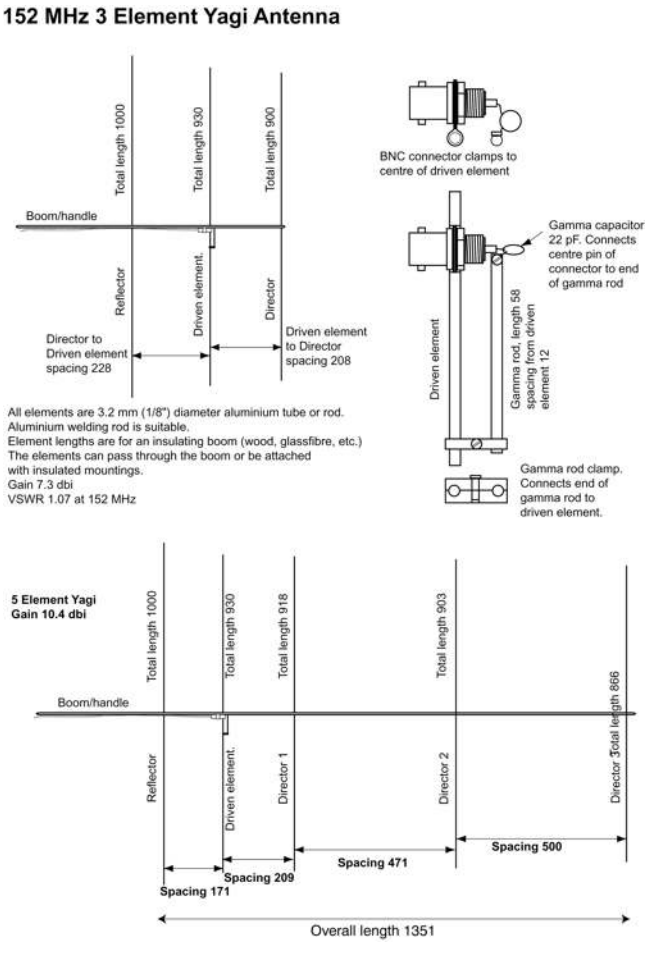
Another point - I believe in retrieving a model as soon as it goes missing. I know of several models that landed on or near a road, and they weren't there later when the retrieve was attempted. Not everyone is honest.

So when you're ready to go flying, don't forget your tracker, and don't be slack and not use it when you get to the field – that's when your model will fly away!

Malcolm Campbell



My 22 year old yagi aerial. It's travelled the world.

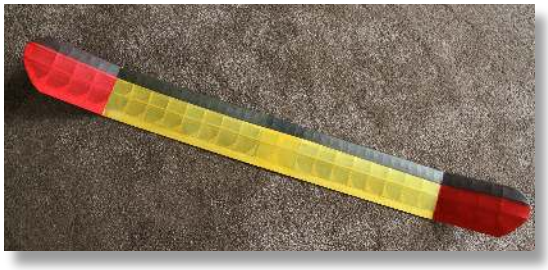


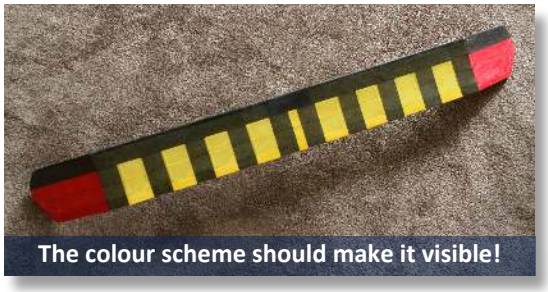
COVID CONSTRUCTION CORNER





My Aiglet construction is quite sturdy





The colour scheme should make it visible!





The RDT installation is compact and light

January 2021: I have recently built and tested my second Aiglet, 14 years after I built my first one. Apparently I'd learnt a bit since then because the new one flew off the board and really was quite impressive for a 64 year old design.

My first one is getting a new wing in February and will be flown by Kathy. Both models have a few enhancements. Top spars on the centre panel are spruce and I have webbing on the centre panel that steps down as it nears the dihedral break. Covering is Esaki over Mylar and I use a second layer of Esaki as a D Box. This really works. The stab has silver Mylar covering. I made the new model quite visible in the air.

The new one has a Ken Bauer RDT as the DT system so it's light and can be activated at any time. My older one has a very reliable electronic timer made by Brian Taylor. DIP switches allow flight times between 10 seconds and 10 minutes.

I'm getting them ready for the International A1 Postal.

Malcolm Campbell

Are you coming out to play? It should be fun!



Full details can be found on page 32 of the December 2020 BFFS Digest

Fikes are fabulous and fat



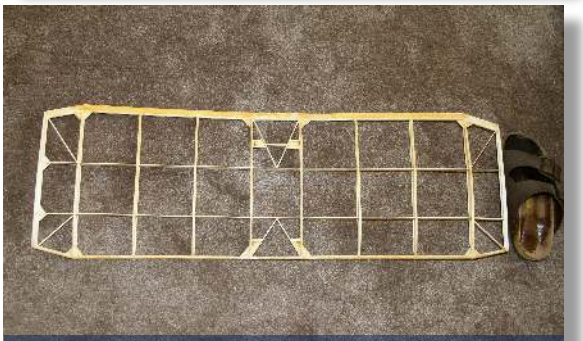
Large Fikes love the outdoors, and they attract attention, sometimes



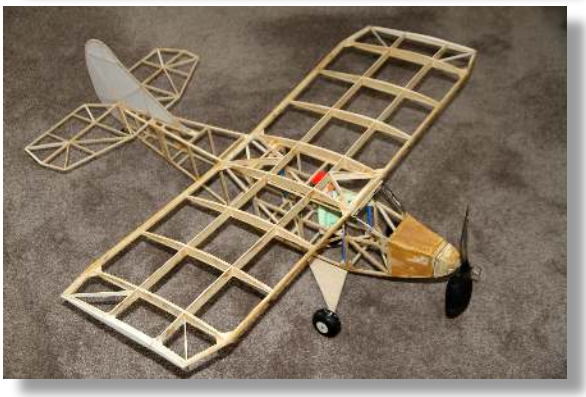
William's P30 is dwarfed by the fat Fike


Shrapnel damage accelerated my rebuild plans


After 21 years, some bits really cry out for attention


That's my shoe on the right - 468 sq ins, 39 " span

February 2021: My Fike is even older than my Aiglet, being built in 2000. It really was in need of refurbishment, with brittle glue joints, warps and tissue damaged by motor blow ups. It was well past it's Use By Date in current form. The Fike had done well in battle having out-flown far better looking models on each outing in the BFFS State Champs. But that's what Fikes (and Laceys for that matter) do - scoring well in in Flying but failing miserably on Static scores.



Fikes - you either love 'em or hate 'em, and I happen to love them. Documentation on them is scarce which leaves me scope for ingenuity, and I used that when finding a suitable pilot. My model is now heavier than when first built, some by adding strength and for my attempts at scale bits, and also a heavier covering. My original Fike was Mylar under yellow Esaki so it really looked like a model. I had considered using automotive acrylic lacquer over the laminating film I used to make it look more realistic but I wanted it to fly well, so once again I went the lighter way with yellow tissue.

Malcolm Campbell


It' s ghoulish selecting a pilot


Span to chord ratio is 3 : 1

WHAT'S UP? These last few months have allowed me plenty of time to do some model refurbishment, repairs and new builds. It's marvellous the learning curve I've been through after having been away from building for a while. Yes, use it or lose it applies to aeromodelling too. Each repair or each new model I did, I did with increased care, trying to build better the second and third time around. This is why we have some marvellous builders in our club, because they have never let up or lost enthusiasm. And well-built models fly better! Of course lightness helps too.

Health-wise, I got an unpleasant wake-up that may reduce my activity in glider classes particularly, classes that I love so much. We'll see.

The wake-up delivered a broken nose, concussion, multiple haematomas, cuts, scrapes and abrasions when the lights went out totally on me and I fell face-first from a brisk walk. Even carpet is brutal when that happens. And another years starts where I have more doctors' appointments than social outings!

Malcolm Campbell



Ready for the new windscreen



It's chubby. No wonder I want to builld a Popsie one day



It's big. Windscreen installed, just the Scale detailing remains

Kathy's Aiglet is nearing testing





The Naughty Page

Control line, in a Free Flight newsletter?

John needs to open out his turn and start building under-cambered wings again!













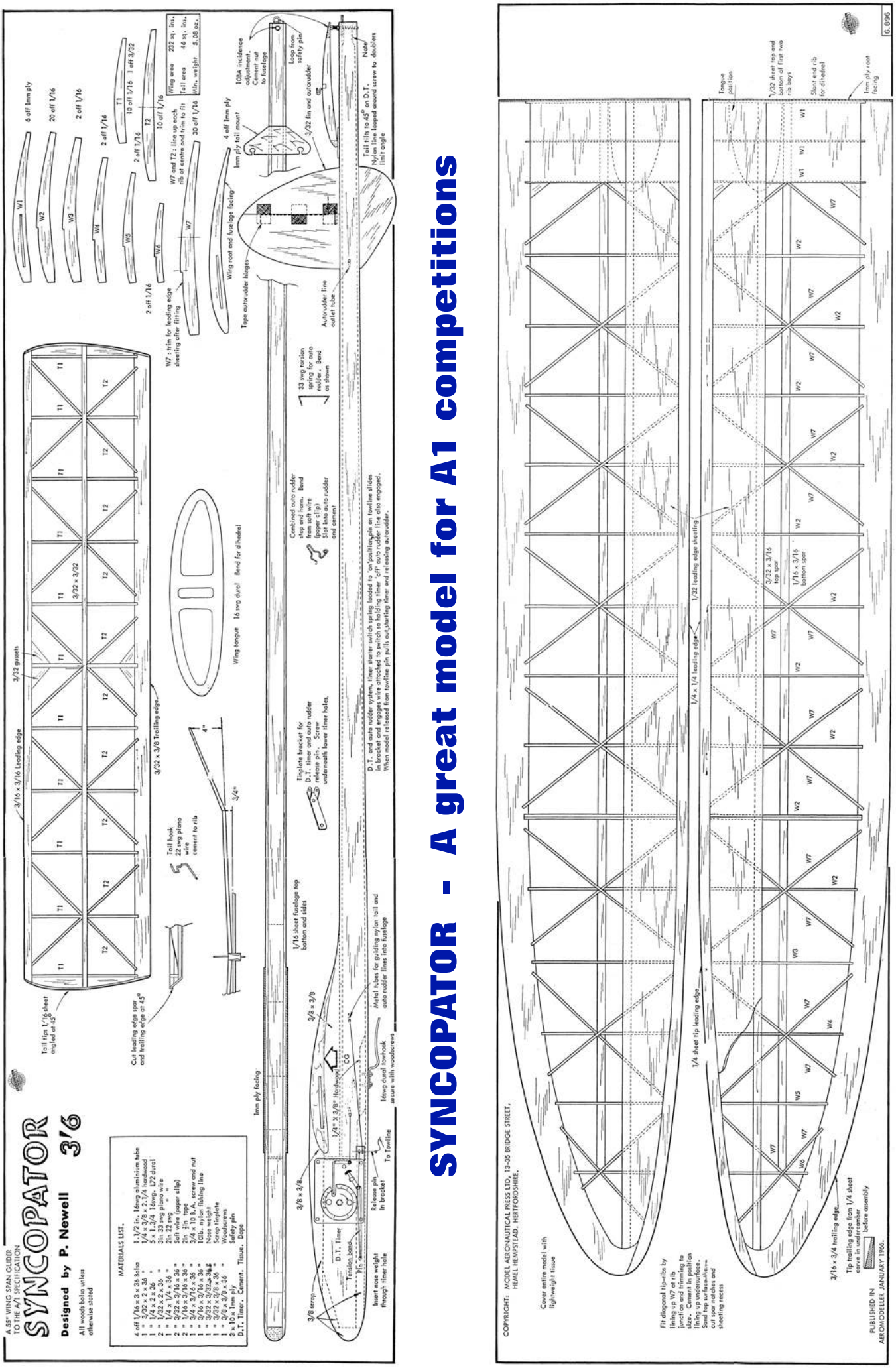
COVID lock down had John Lewis in overdrive, turning out control line model after control line model. He then had to work out where to store them. They wouldn't fit into the customary Lewis wooden box.

They fly as good as they look too. The next one he plans to start soon will be even more magnificent. 60 inch wingspan and 60 powered. Thankfully there is light at the end of the laystrate tunnel as he has a PAW 55 and is building a mini Just Junior, for free flight. He's almost cured!



Only two more to go

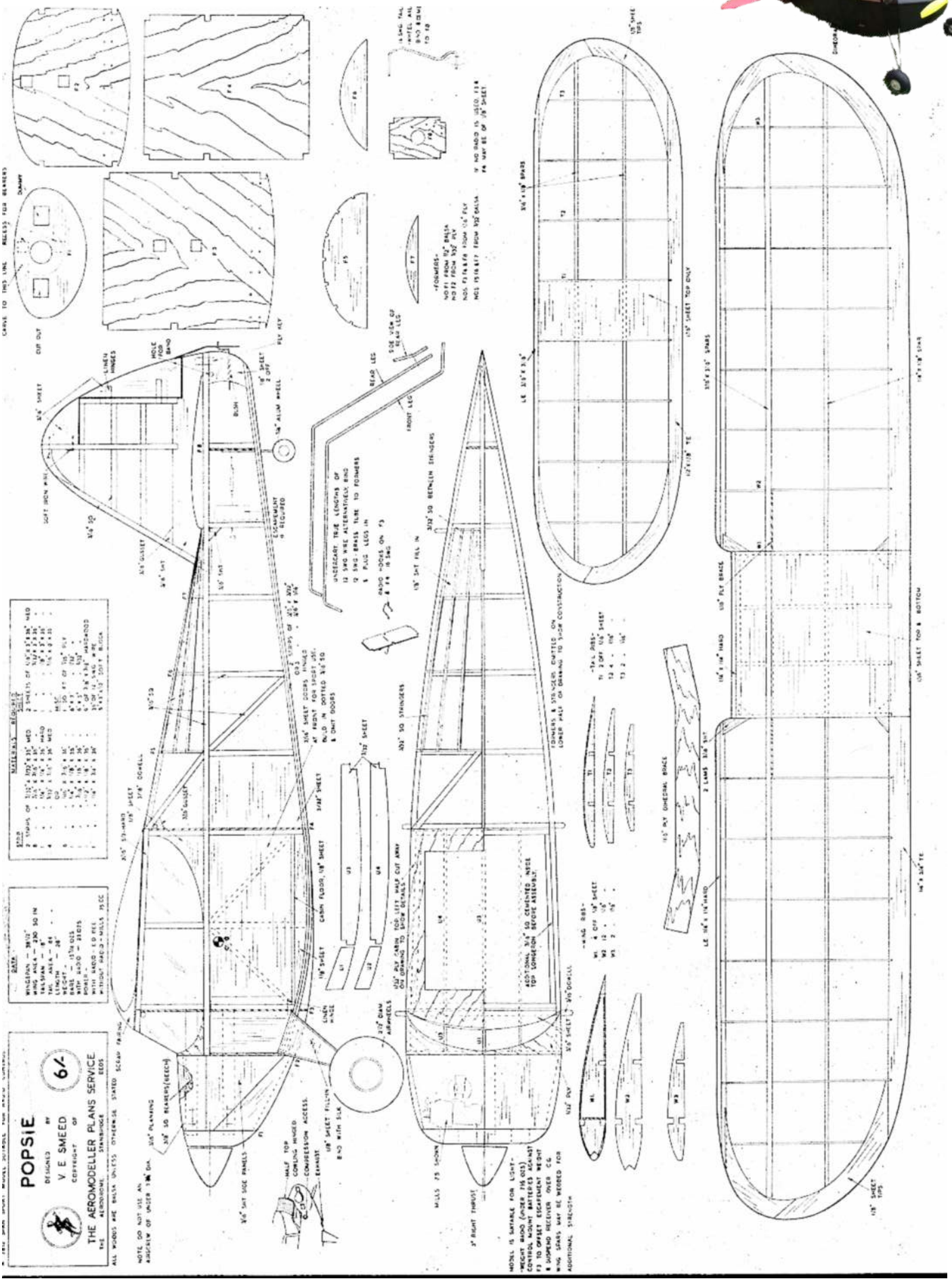
SYNCOPATOR - A great model for A1 competitions



The POPSIE - Who wouldn't like to build one?

I plan to build one for my GoPro one day!





Master Builder John French's Hawker Hart

John French's work requires little explanation because his photographic skills are on par with his building. Here are a few inside shots he sent me of his magnificent Hawker Hart.

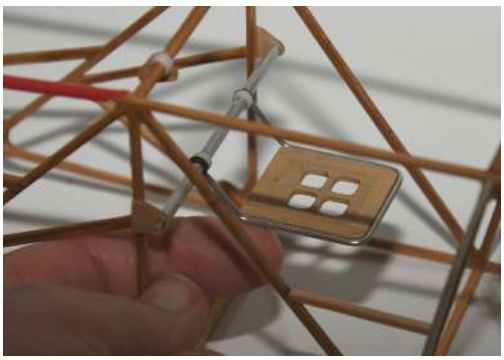


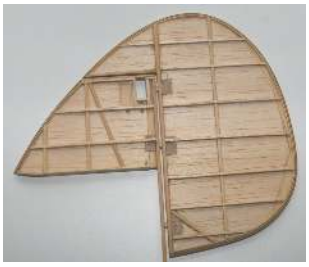


2 photos of the folding navigator seat



3 photos of work in progress, 3 mm sq spruce. Rudder & elevators are hinged.

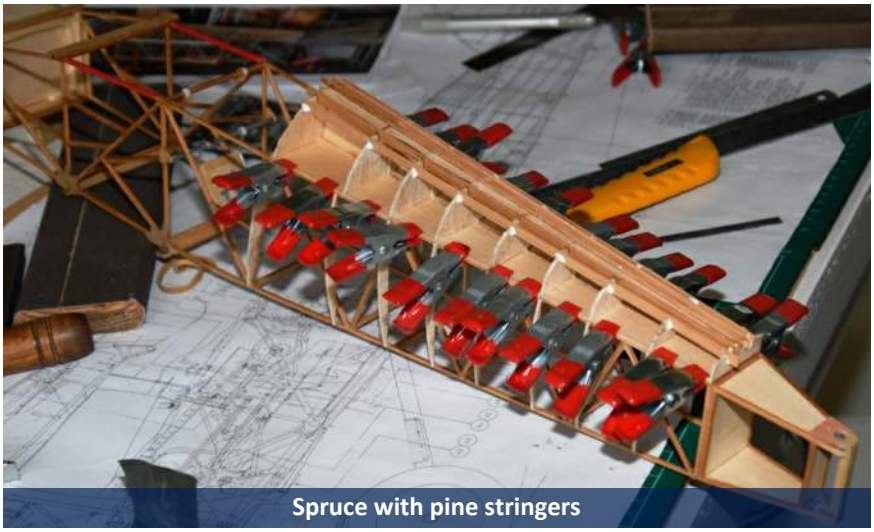








The front of the Lewis gun (0.4mm ply)



Spruce with pine stringers



Hart aerial camera

Neat builders have neat work spaces - here is John French's very tidy modelling room.









Some very nice cabin models here, but things have to be tidied up when guests arrive!







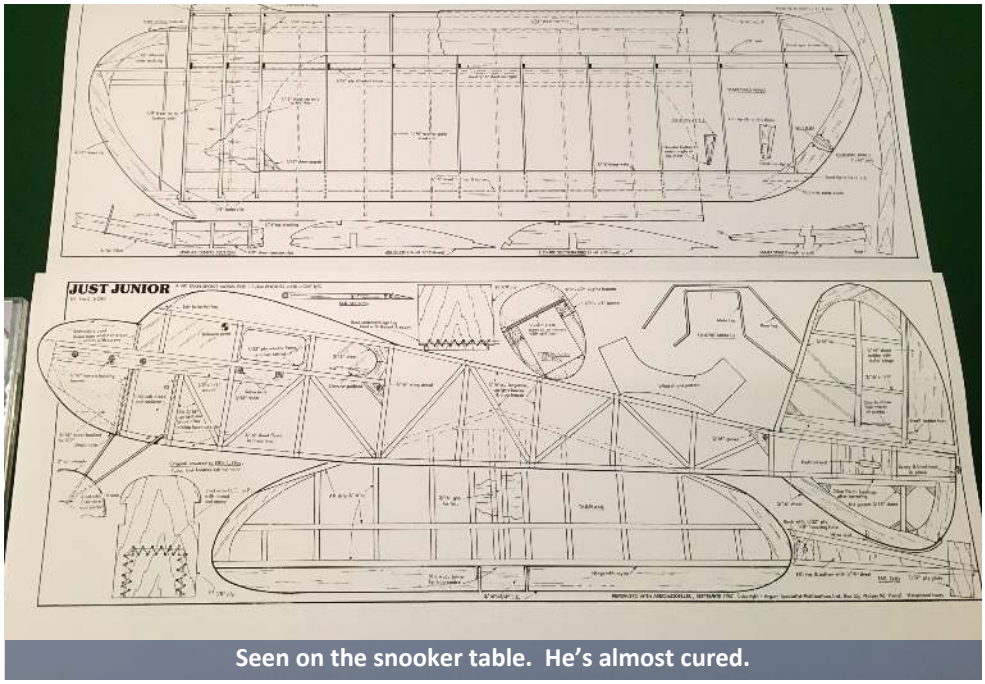
Texas Timer Max 3
2 function D/T with mouse trap style fuel pinch
20 sec engine run. Installation kit / dust cover
$75.00 plus postage buyer pays
akliddle6@gmail.com





Texas Timer Max 1
2 function timer, installation kit / dust cover
Home-made fuel line pincher
Only used in one model for one flight
$60.00 plus the post cost (buyer pays)
akliddle6@gmail.com





Seen on the snooker table. He's almost cured.

BFFS MEMBERS HAVE MORE FUN





There are none for this edition, but you could send me some, couldn't you?



Over the years I've suggested others may like to read your aeromodelling story from the very beginning. We all have a story to tell and some may even have photos from their early years. To date, response has been reasonable, for a small club. All the same, only six have sent a profile to me and the last one was years ago (Adrian Bryant, Allen Thomas, Des Slattery, John Lewis, Ron Munden and I have sent in profiles).

So I'll ask again – it would be wonderful if I could get a few more responding to this request. We have a diversity of skilful and colourful modellers and your stories would be very entertaining. Once you start you might even enjoy the experience, and we would also enjoy learning how you made it through the early years .

How about it?

JOKES PAGE







My grandma talking to my mom about her new hearing aid, "it's the most expensive one you can buy, it cost me $4,000"

My mom: "What kind is it"

My grandma: "it's 4:15pm"

My wife is blaming me for ruining her Birthday
That's ridiculous, I didn't even know it was her Birthday



BUNNINGS warehouse

TIP NUMBER 22

'WHEN UNABLE TO LOCATE STAFF.'

ENTER GARDEN SECTION AND START ONE OF THE CHAINSAWS... THEY WILL FIND YOU.







I got fired from my job because I kept asking the customers whether they wanted smoking or non-smoking.

Apparently, the correct terms are cremation or burial!



BRISBANE FREE FLIGHT SOCIETY

2021 Flying Calendar



Month		Date	Start	Event	Location
January	F	Sun 24th	7-10am	Trimming day	Coominya
	🛠	Sat 30th	12-4pm	Bar-B-Que lunch & General Meeting	John's place
February	F	Sun 14th	7-10am	Trimming Day	Coominya
	CP	Sun 28th	7-11am	Club Day 2 Min Class models (3 flights)	Coominya
March	IND	Sat 6th	3-6pm	Indoor - Delta Dart	BSHS
	🏆CP	Sun 14th	7-2pm	F1H State Champs (5 flights), E36 club event (3 flights)	Coominya
	F	Sun 28th	7-2pm	Dale's Fun Day including P20	Coominya
April		11th -15th		AFFS Champs	Narrandera
		17th – 19th		SCC (F1A, B and C)	West Wyalong
	F	Sun 11th	8-12pm	Trimming/Reserve Day	Coominya
	IND	Sat 17th	3-6pm	Indoor HLG/CLG	BSHS
	🏆	Sat 24th	8-12pm	Open Power State Champs (5 flights)	Dalby
	🏆	Sun 25th	8-12pm	F1J State Champs (5 flights)	Dalby
May	🏆	Sun 2nd	8-12pm	F1G State Champs (5 flights)	Coominya
	IND	Sat 8th	3-6pm	Indoor - EZB	BSHS
	🏆	Sat 15th	8-1pm	F1A State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 16th	8-1pm	F1B State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 30th	8-12pm	Club **rubber model** fun & testing day incl Frog models	Coominya
June		5th – 7th		NSW State Champs (F1A, B and C)	West Wyalong
	🏆	Sat 5th	8-1pm	Reserve F1A / Open power	Dalby
	🏆	Sun 6th	8-1pm	Reserve F1B / F1J	Dalby
	IND	Sat 12th	3-6pm	Indoor - Hanger Rat	BSHS
	F	Sun 20th	8-1pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
	🛠	Sat 26th	12-4pm	Bar-B-Que & AGM	John's place
July	IND	Sat 3rd	3-6pm	Indoor - P18	BSHS
		7th – 14th		1st West Wyalong National Championships	West Wyalong
	F	Sun 11th	8-1pm	Club **power model** fun & testing day including E36	Coominya
	🏆	Sun 25th	8-1pm	Scale, HLG & CLG State Champs	Coominya
August	IND	Sat 7th	3-6pm	Indoor - Peanut Scale	BSHS
	CP	Sun 15th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 22nd	8-1pm	E36 State Champs (5 flights)	Coominya
		Sun 29th	8-1pm	Reserve day	Coominya
September		4th – 5th		Team Selection Trials (F1A, B and C)	Dalby
	🏆	Sun 12th	8-1pm	Open Rubber & P30 State Champs (3 flights each)	Coominya
		Sun 19th	8-1pm	Reserve Day	Coominya
	F	Sun 26th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
October	CP	Sun 3rd	7-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
	CP	Sun 17th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 24th	7-1pm	Reserve Day	Coominya
November	F	Sun 7th	7-1pm	Club **glider model** fun & testing day incl CLG & RC Gliders	Coominya
		Sun 14th	7-1pm	Reserve Day	Coominya
December		Sat 11th	12-4pm	Xmas party & prize presentation	TBA

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

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

2021 FREE FLIGHT CALENDAR

Ver 2 as at 31 January 2021

CONTACTS: ☎ John Lewis 07 3848 4280 ☎ Malcolm Campbell 07 3278 7164