The magazine for all those who love Free Flight

THE BFFS DIGEST

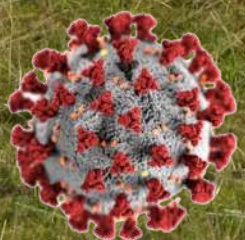
September 2021





In this issue:

- *Aeromodelling is for Life*
- *Club Rubber Testing Day*
- *Club Power Testing Day*
- *Hangar Rat Indoor comp*
- *Construction Corner*
- *2021 Flying Calendar*

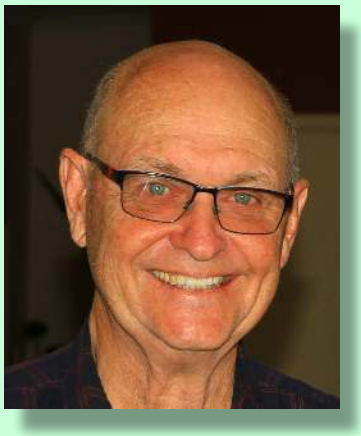


It's still here, take care!

COVER PAGE:

Malcolm Campbell launches his newly refurbished giant Fike (one metre wing span) at Coominya. Capable of an easy ROG, the Fike revelled on its first outing, amazing all who saw it with its slow Indoor-like flying habits.

PRESIDENT'S REPORT



Another newsletter already! It seems we haven't done any flying for a while but then these lock-downs play with your mind. Our Scale and HLG/CLG events were postponed for a week due to wind and after the promise of a nice calm day we were then locked down the day before and unable to take advantage of the good conditions.

Similarly the last two Indoor events, P18 and Peanut Scale, have been moved to September 18 and October 2 respectively as a result of the last two lock-downs. When we have been able to fly we have had some enjoyable events with Hangar Rat being well supported in June.

The Club Rubber day was also well supported however attendance was down on the Club Fun Day with very strong winds the day before discouraging some from attending. Hopefully we can get some good weather for the remainder of the year and no more lock-downs.

To be fair though we have been spared from major disruptions and very few COVID cases unlike the southern states that have had to deal with on-going lock-downs.

It would seem a good time to be building so I hope you have been making good use of your time at home? I know Ben has been working on a few projects and Mark has been making and modifying more of his Coupe models.

If you have something under construction take a few photos and add a couple of lines. It may inspire others to build or repair a model and the different techniques we all use can be shared.

I must admit I have been infected by the Control Line virus and have been cutting balsa and gluing it together making models that can't fly free. Still it's all part of the aeromodelling world we enjoy.

Stay safe and well and enjoy the aroma of dope and balsa cement.

Cheers

John Lewis

FEATURED IN THIS ISSUE:

President's Report 2
Secretary's Report 3
Letters to/from The Editor 3
Club Day **Rubber** testing.....4
Club Fun Day plus P-20 comp.....8
Club Day **Power** testing.....9
INDOOR
Hangar Rat.....13
Aeromodelling is for Life Part 2.....17
COVID Construction Corner.....22
Beware the Freewheeler.....26
BFFS Spy.....27
Jokes Page.....28
2021 Calendar.....29



I will print as many Top Tips as you can send me -
don't keep them to yourself,
email them off today!

DIGEST CONTRIBUTORS

John Lewis
Gary Button
Malcolm Campbell
Ray Fairfield
John French
Kathy Burford
Larry Brownlow

Thank you for helping

We really could do with some more contributors.

2021 - 2022 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 rep	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.

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

SECRETARY'S REPORT

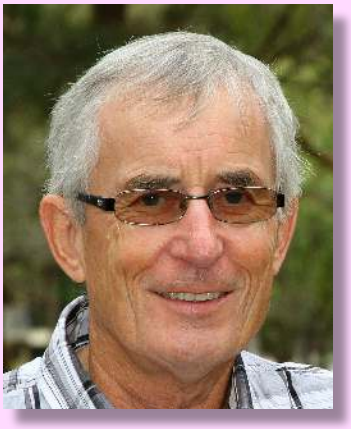
It looks like we've struck another bizarre year with 2020 only partially preparing us for what was to come in 2021. While overseas countries struggle with big numbers they are bravely opening up as more of their population gets the vaccine.

Australia has gone for the elimination approach and that means snap lock-downs and enforced times in quarantine. The majority have complied but it's been demonstrated many times how a careless few have allowed the new Delta variant a foothold.

Once again our FF Nationals at West Wyalong are have been postponed - it is really difficult to determine if crossing the border isn't going to be an expensive experience if 14 days of hotel quarantine follows. House-bound, some of us are churning through our balsa supplies producing models at an alarming rate.

And others have thrown themselves into neutral, waiting for better times. I've got into the 6 lb balsa for a few Indoor models but really nothing else, except an Aiglet and scheduled repairs. I've even attended a few Wednesday CL days, but only from outside the circle.

Of course it's always good to catch up with friends on the flying field - I'd



encourage you to join us in the sun and fresh air whenever you can.

Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

Thanks for sharing Malcolm, your efforts are appreciated and almost enough to make one travel down under and join all of you! Ken Bauer (USA)

Hi Malcolm, I can't find the words to thank you. You do a very good job. Frederic Nikitenko (France)

Hello Malcolm, Great message, thank you. Lots of great looking models. So happy to see Kathy flying and looking beautiful. Best possible Apache endorsement. We are focusing on E20. Basically a catapult glider with a small motor. Very good performer. Your FAI glider looks great. I really appreciate your report. Ralph Ray (USA)

I think I forgot how to read! My, oh my Malcolm, what an absolutely fabulous newsletter! And I'm only on page two! As usual, your efforts are tremendous. Thank you so much for such an entertaining load of aeromodelling including some new jokes we've never seen before. John French

AGM June 2021 President's report

2021 in Queensland has so far been relatively COVID-free allowing us to hold all our Outdoor and Indoor events. However, the weather on occasions has caused a couple of cancellations. Participation (mainly in the outdoor events) has been lower this year due to a range of factors and I think will continue to be the case with our ageing membership. E36 continues to be the most popular outdoor event due to its ease of operation and its suitability for flying at our Coominya venue. I am thinking of adjusting our 2022 calendar to provide more general flying days and dropping some competition classes where participation has declined to almost zero. I think it's appropriate to continue to run the established FAI and Scale as State Champs. I will provide a draft calendar in the next couple of weeks and invite comment.

As a free flight club the emphasis of our activity is the building and flying of free flight models however we are also essentially aeromodellers that like to explore different ways of making and flying models. Vintage free flight designs lend themselves to being adapted to RC enabling a convenient way of reducing retrieval distance and keeping the models inside our field boundaries. We have allowed RC assisted models on a number of Fun and Trimming Days. This allows for a variety of interest however it's important to observe consideration for those wanting to compete in Free Flight competitions and not fly any RC models at that time.

When both FF and RC are flying at the same time flying RC models upwind leaving the downwind area for Free Flight models should mean we can all enjoy our flying peacefully.

Recently I was fortunate to see some video of the last Toowoomba/Oakey Nationals of some 20 years ago. The early morning LSq/100 flights were a highlight but the overall impression was a great reminder of how lucky we are to have found such a rewarding hobby. There were of course those that are no longer with us who made our lives all the richer from sharing those experiences with them.

John Lewis

Club Fun and Test Day for Rubber Models

Coominya 30 May 2021



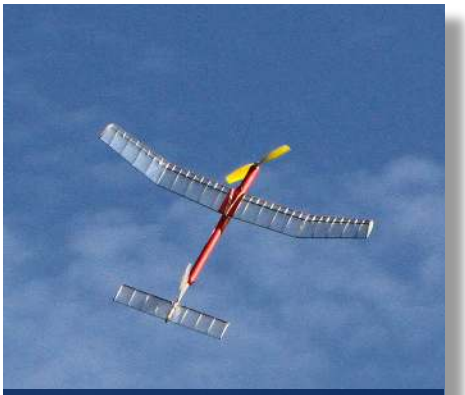
A clear blue sky, a gentle breeze of 1 – 2 m/sec and temps between 11 and 20°C – what better weather is there to roll out some old rubber models and have some fun? Some days it's just nice to play with planes that make you feel happy.

Photos by Malcolm Campbell and John Lewis

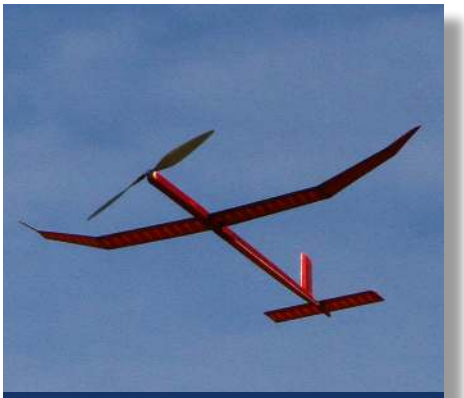
It was one of those days where everyone was at the field for a good time. While most flew rubber models, as was the plan, a few played with power and glider in what was truly a perfect day weather-wise.

Mati Tabur improved with his coupe getting in plenty of flights. Malcolm Campbell resurrected his John Lewis designed Tumbleweed II and proved that a 20 year old model that was designed in 1972 still has potential. He was let down by the button timer and plans to replace it with an RDT system.

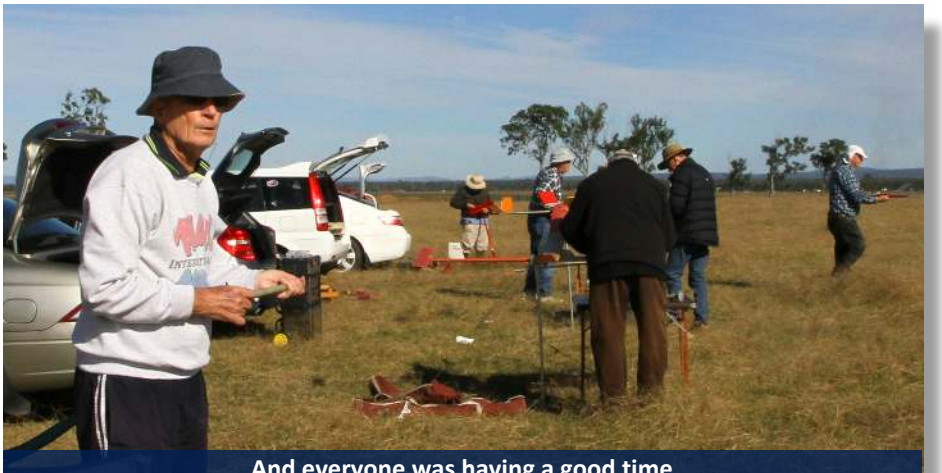
John spent time helping Mati and Des Slattery but still found time to get some good photos and fly his new P20 and P30 models. Des only flew **five** planes on the day, damaging none and avoiding dams and cut fingers. His hyperactive little Pacific Ace and Frog Linnet both buzzed the rest of us on more than one occasion and his 1954 Allan Lim Joon Wakefield (LSq/100) tried to get over the fence when he piled on the turns. It



John Lewis's new P30 looked good



And so did Mark's lean coupe



And everyone was having a good time



Malcolm's old coupe climbed well



Newby Mati gets help from John and Ron



Mark Armour worked on his 4 coupes all morning



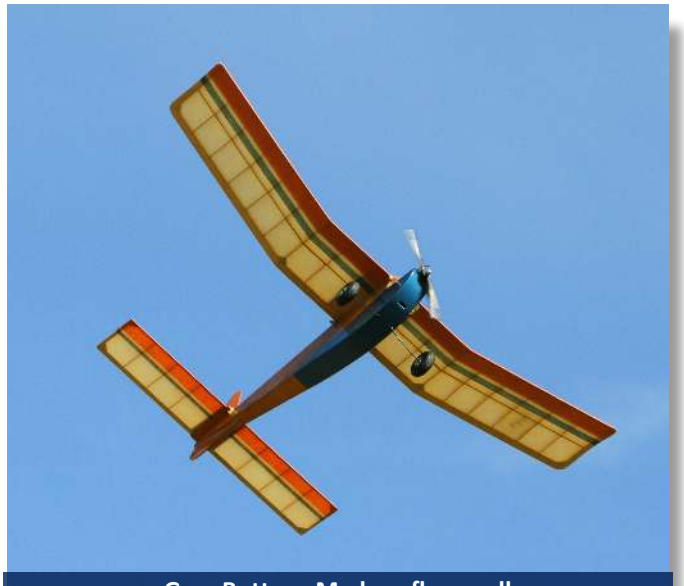
Octogenarian Des lays into his launch



Malcolm launches his refurbed Fike



And the Fike looked majestic in the air



Gary Buttons Madcap flew well



Gary's pretty Buttsy nearly escaped the paddock



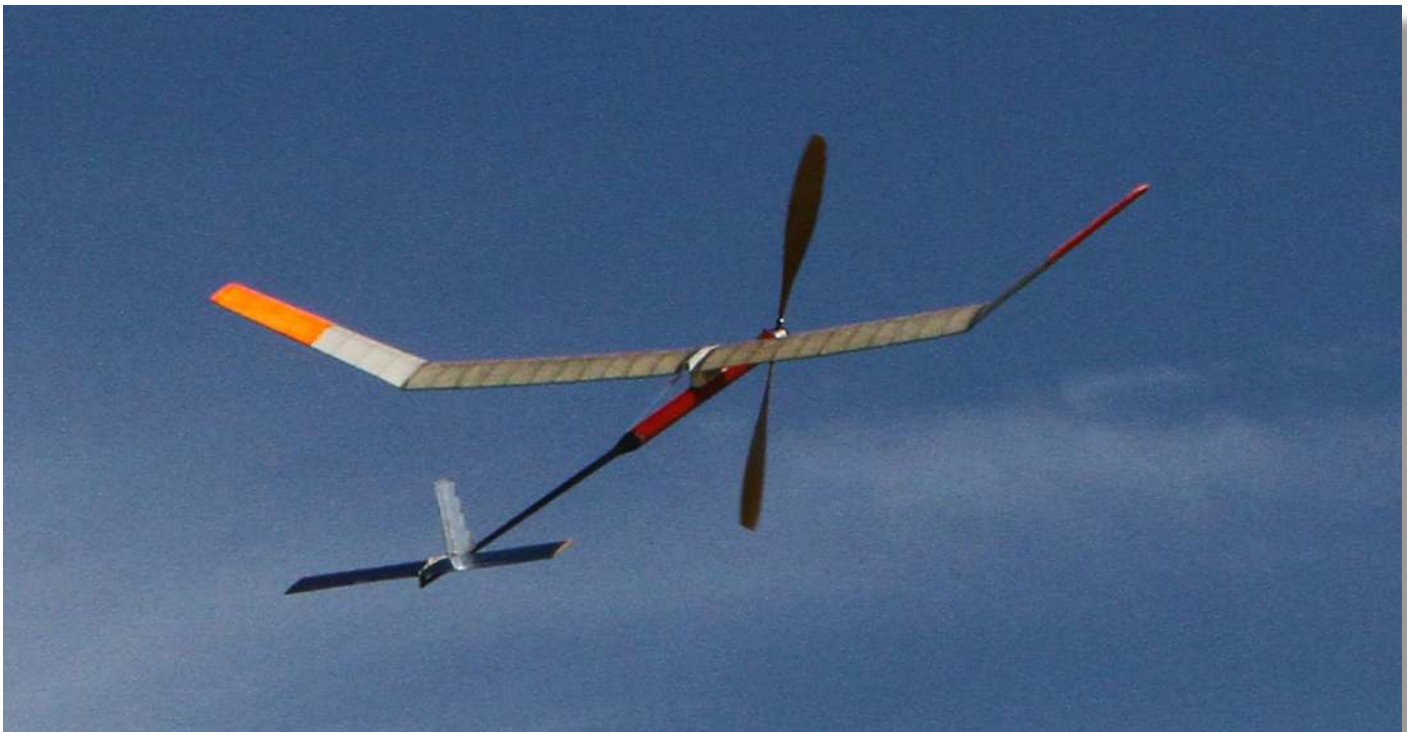
Ron Munden's old Wake ambles up



Octogenarian Ron's launch



Octogenarian Des's launch



Des's younger Wake has more attitude



Des's 1954 Allan Lim Joon Wakefield



Malcolm's 22 year old Tumbleweed II

certainly was high enough, but the DT dropped it like a brick. Des was in his element, displaying the rubber motor to everyone, particularly the coupe and P30 flyers, exclaiming with a passion "*This is a real rubber motor*".

Ron Munden enjoyed himself helping others and flying his old Wakefield. Both Des and Ron had some problems with their F1B models but both made flights after some help. One of the star performers on the day was Malcolm's giant Fike that slowly cruised around in the early part of the day. Malcolm is getting it ready for Kathy to fly in Scale. John says "*This Fike is the slowest flying outdoor rubber model you will ever see and it looked magnificent in the air*."

Mark Armour, accompanied by his sons Max and Alex, made the most of the early morning calm conditions, putting up lots of flights with his hi tech hi aspect ratio coupes – his four models are worth a close look if you haven't already done so.

Malcolm, ably assisted by Kathy Burford, towed up two Aiglets in the light breeze and Gary Buttons arrived later and flew a Mills-powered Madcap and then his own design, the original Buttsy PAW .08 powered sports model, within an inch of the road. It hooked a thermal and combined with a long motor run looked like a long retrieve. Luckily the DT came in just after the motor stopped and the model dropped out of the thermal quite quickly. Gary even brought along a near finished Control Line Ringtail model to show John after seeing a picture of John's Ringtail in the last BFFS Newsletter.

It was a very friendly and supportive day with nearly all flying the same category of model so there was plenty of help available in terms of sharing equipment or offering a helping hand. Hopefully our Power and Glider days later in the year will be equally enjoyable. Kathy and I got away about midday and we were only the second car to leave. It was one of those days where there was no rush to pack up, with Gary and John being the last to leave the field.



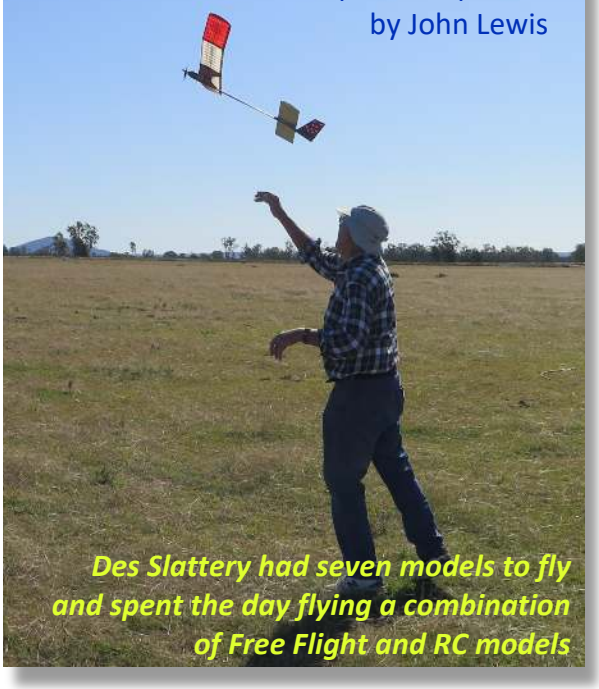
Mati Tabur launches his coupe



Adequate rubber for Des's LInnett

Club Fun Day + P20
Coominya 20 June 2021

Report and photos
by John Lewis



Des Slattery had seven models to fly and spent the day flying a combination of Free Flight and RC models



Des discusses his park flyer with William Jones



John Lewis's electric RC Playboy

Saturday was cold and windy and the forecast for Sunday looked marginal but as is often the case the weather can change overnight. A few indicated they wouldn't chance it and I was pleasantly surprised to find William and Dale already on the field at 8 am. William had already made a few E36 flights in the calm conditions. We decided to move down to the rusting farm machinery as the cattle had decided to join us in the middle of the paddock and the drift appeared to be taking models towards the road.

WillyWeather was indicating the wind speed was increasing at Gatton 17 km away so we decided to start flying P20 while the conditions were good. Des arrived and was keen to compete however the perfect conditions were soon replaced by a light steady breeze of around 2 m/s. Assuming the wind would soon get stronger we decided to make it a one flight contest. Des was first away making a bit over 40 seconds. John was still trimming but assumed his model could handle some wind but soon discovered this was a mistake and screwed in at 5 seconds. Dale had no trouble achieving a 60 sec plus score to win the day.

Although the wind peaked at around 3 m/s there were lots of calm lulls. Gatton on the other hand was around 5 m/s all morning. Des had seven models to fly and spent the rest of the day flying a combination of Free Flight and RC models. I was a bit surprised to find Des was using dental floss for the close loop system on his "Food Wrap" RC model design. John had a number of flights with his RC-assist Playboy.

Although cool at first it turned out to be a pleasant day and a fair bit warmer than the previous day.

P20 RESULTS

Name	Score
Dale Jones	66
Des Slattery	42
John Lewis	5

A Blast from The Past



The 1990 Bendigo Nats - Queenslanders in the bottom right of the photo. Col, Des, Ben and John with Hangar Rats.

Power Testing Day
Coominya 11 July 2021

Report by Malcolm Campbell
Photos by Kathy Burford



Malcolm launches his Cobra-powered Joulebox III

Those that couldn't make it missed an ideal day, one of the calmest days for a long time. Then the breeze came in at 11am, blowing towards the road.

Len Surtees, Mark Armour, William and Dale Jones were all at the field by 7.30 am. John Lewis and Graham Maynard arrived soon after and Malcolm Campbell and Kathy Burford were the last to arrive - so we had eight club members keen to have fun.



Len launches his STING Mk II HLG

William finished testing his Apache and Pearl E-36s very early although he was going home to replace the slow motor in one of them for a motor with more power. He then spent time with Dale and her CLGs. Len also lent a hand as Dale was flying one of his model designs. Mark cruised around with his sharp looking coupe/s (he has 4 or 5 variants and as they're all red and un-numbered it's hard to know which one he's flying). I believe each one is different. He stayed longer than he planned, capitalising on the great weather.



William sorts out Dale's CLG, Len looking on

John tested his elliptic models - successfully for one of his E36s although his older Moonbeam power model had a gummed up fuel system. He was thankful to find this out on a testing day - and then he put up his drone. He remarked that the day was so good that he should have brought up his little P20 for trimming.

Len had his HLGs really going well with high launches and very stable flight patterns. I didn't see many of his CLG flights but I'm sure he'll be the one to beat at the State Champs on 25th July. Len had a really neat DT on the upper surface of his wing, near the centre line. It was simply a curved piece of a Coke can material that was strapped down on the wing. The DT released the piece and it became an instant air brake with the model descending at 40°. Simple, strong and reliable - it even kept the weight down.

Malcolm was busy trimming three E-36s (his own and one of Kathy's). All models appeared to be getting good height, transition and glide, so he was happy. One of Kathy's flights DT'ed into the middle of about 20 cattle at the eastern end of the top paddock. Malcolm gingerly approached them planning to get to the model before they did. It was touch and go but the model survived.

Kathy's final launch of her Apache put it across the road and into the property that has the new house on it. Access is through locked gates and the property owners have a "Full bio-security" sign near their main gate. As they were not home he ended up just walking in and picking up the model. They have two guard dogs in the fenced area surrounding their house. It may be wise to treat them with respect and always seek permission until we get to know them better.

Graham had some misfortunes on the day. His Elmann E36 spat a prop and broke the O-ring and he also damaged the leading edge of the wing so that model was retired. He ran up two Webra diesels with one sounding good and the other needing some TLC back at the workshop. He was cursing his (silicon) fuel tubing that kept slipping off the motors.

Around 10.30 am most were packing up and departing, with Malcolm and Kathy staying on to test Kathy's Aiglet A1. They moved right to the bottom fence line with the wind still blowing

towards the road although moving through 90° towards Kay's place. The cows were reclining in "clumps"around the paddock making selection of a launch site difficult, but the flight tests were good and the model was declared competition ready.

It was a blue sky day, almost dead calm, and everyone appeared to be enjoying what they were doing.

Malcolm Campbell



Kathy brings in a small group of friends for morning tea. John looked surprised.



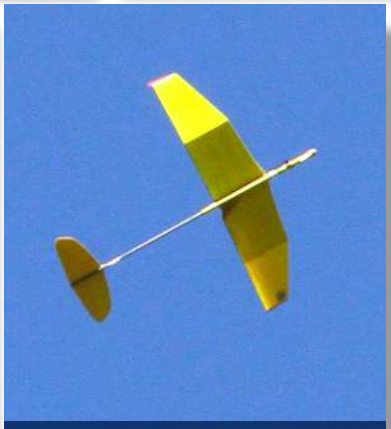
William launches his CLG



Malcolm and his favourite Joulebox



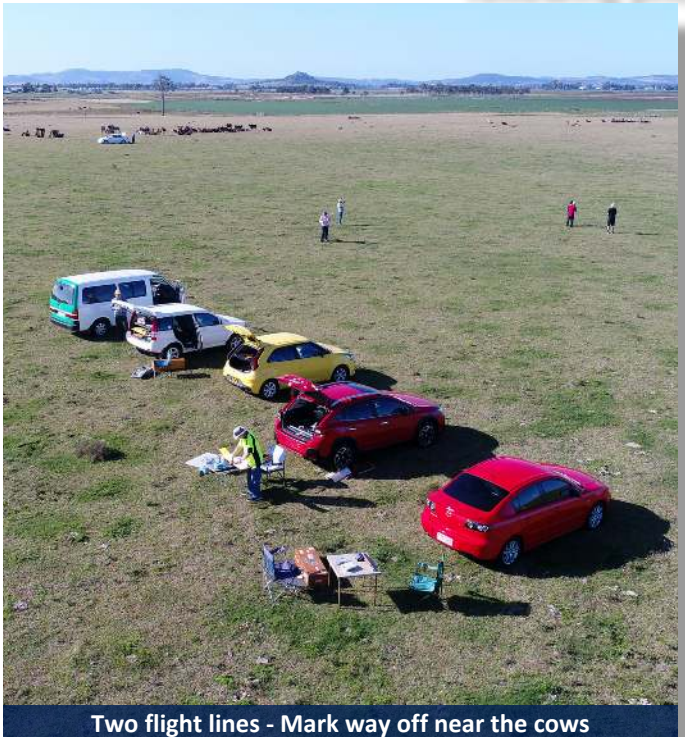
Malcolm launches Kathy's Apache, the conventional way



Len's STING CLG - love the tiplets

Power Trimming Day Pictorial

following photos by John Lewis



Two flight lines - Mark way off near the cows



Dale launches her CLG; it glides by overhead



Len launches his CLG



William walks in with his Pearl E36



Len looks for a thermal



Mark waits for a thermal ....



..... then launches



One of the sleekest coupes you'll see



Kathy's Cobra-powered Apache II DTs down



Kathy's VTO launch style



It suits her well



John's Senior Moonbeam was well-grounded



That's an awesome sequence Mal! You can really give someone a good idea of the flight pattern a well-trimmed and properly launched model has. That picture replaces so many words I've repeated over and over. Do you think it's possible to get a sequence from launch to transition on a 5-6 second motor run? You hit the nail on the head for opening up another way to communicate a good trim job. And please compliment Kathy on her flying skills and great launch technique.

Clint Brooks

You captured a great launch. That launch and day are a beautiful memory to have.

Stan Buddenbohm

I have never seen a sequence like this. I have dreamed about it but never saw this evidence.

Ralph Ray

Thanks to John Lewis for the photos, and Photoshop for the Magic

An excellent study of Kathy's VTO launch style, catching the first 2 seconds of her E36 Apache II going up



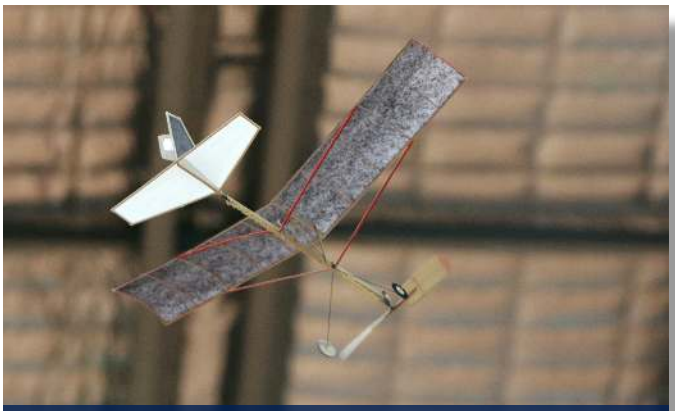
Report by John Lewis. Photos by Malcolm Campbell

We decided to use the rules that allow for any number of flights with the best two to determine places. This worked well, enabling competitors to experiment with rubber sizes and trim. So every flight became a potential best score and this ensured models were in the air all afternoon.

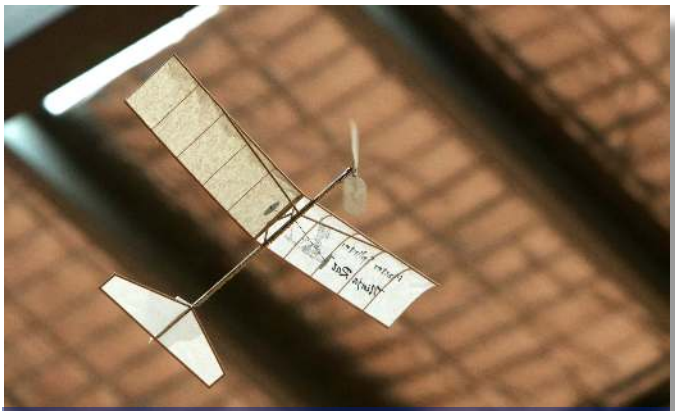
Four of regular flyers weren't in attendance but we still had 5 competing in ideal hall conditions.

There were a few hang-ups but John's 9 meter extendable pole enabled all models to be dislodged. One of Van's models was just out of reach however Ben was able to successfully recover the model gaining extra height for the pole by standing on a small table. There was a great friendly atmosphere with joking suggestions for a variety of contests like the most number of flights or who scored the lowest score etc. The contest that really counted - the highest best two flights was won by the all-conquering Larry Brownlow.

Ben scored next best but couldn't match Larry's times but was in striking distance. John's model had encountered massive washout on the outboard wing but all the surfaces were showing twists and curves. That's what happens when you build



Larry Brownlow's winning Rat



Ben Lewis placed second in this tight contest



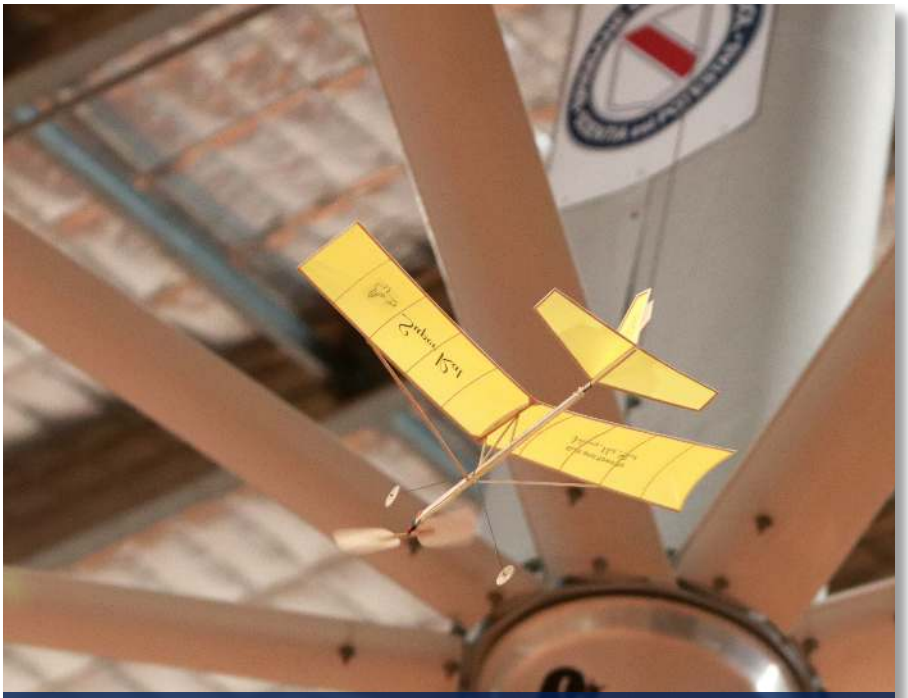
John Lewis's twisted Rat placed third



Malcolm Campbell's new Rat was fourth



Van Richards-Smith's Rat placed fifth



John tempted fate all afternoon in the ceiling fan and in the rafters



Larry preferred to cruise in safety



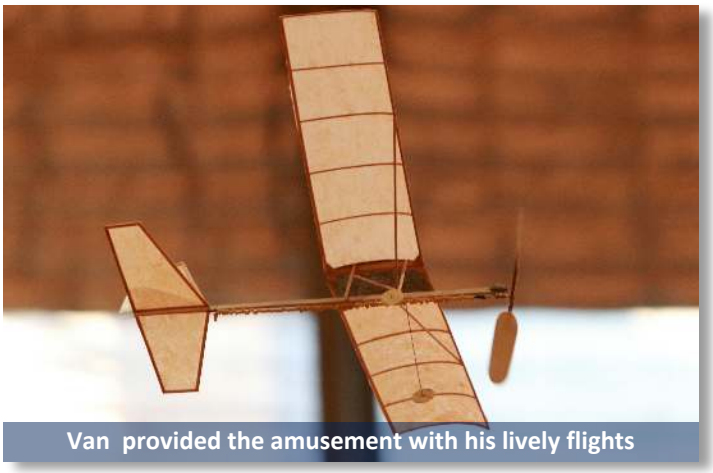
John flew high all night

them too light and the cool dry conditions pull the covering up tighter. Malcolm made a last minute decision to attend and his model flew well but not well enough to threaten the place getters. He plans to build a lighter one next time. Van as usual made the most entertaining flights hitting more parts of the ceiling than everyone else combined - he suggested this could be a contest category as well.

We have often considered giving double points for any model that lands in the white circle (approx. 2 m in diameter) marked on the floor and triple points for the inner red circle (approx. 90 cm in diameter). This might be the only way to score a win when Larry is competing! Maybe this is something to considered for our next event - P18? (**Ed**: *Unfortunately, Larry will not be in town that day*)

Hangar Rats supplied a most enjoyable day flying these very simple inexpensive models.

John Lewis



Van provided the amusement with his lively flights



John made best use of his rubber



Malcolm promised to build a more potent Rat next time



Larry commences another steady climb and a good time


Father and son Ben and John Lewis had a great time


Van discretely observes another wild flight


Van's near miss head shot

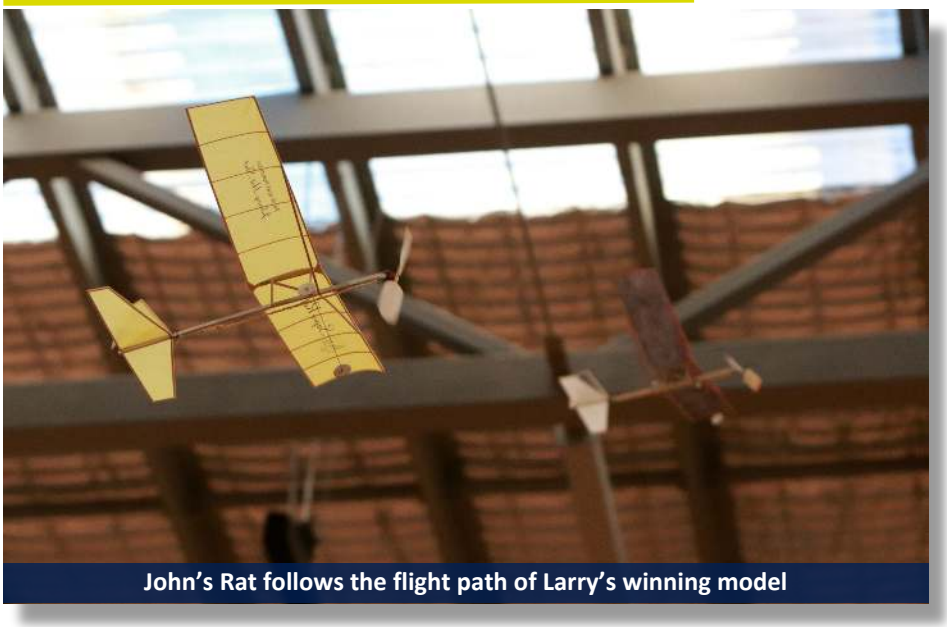

John Lewis admires or observes Ben's model

RESULTS

Name	1	2	3	4	5	6	7	8	9	10	Best 2
Larry Brownlow	2.13	1.34	2.04	**2.28**	2.16	**2.22**					4.50
Ben Lewis	0.41	1.51	2.13	**2.18**	**2.17**	2.04	2.12	2.14	1.46		4.35
John Lewis	1.17	1.26	1.34	0.51	1.44	**1.54**	1.46	1.37	**2.05**	0.47	3.59
Malcolm Campbell	0.48	1.24	1.12	**1.35**	1.22	1.31	1.07	1.34	**1.40**	1.08	3.15
Van R-Smith	1.05	**1.46**	1.16	1.13	1.23	**1.23**					3.09

Scores in minutes and seconds

Close encounters


John's Rat follows the flight path of Larry's winning model


Larry chasing John this time


John hounds Malcolm's Rat



Ben's model often leapt into the air



Larry preferred a softer slower ascent

Hang-ups



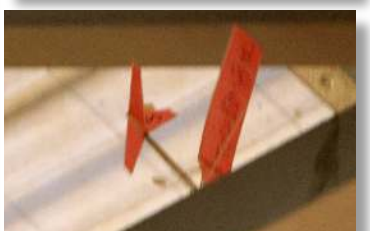
John needed the whole 9 metres this time



Ben's only misdemeanour



Van's model awaits recovery



John's Dirty Rat nestles in the beam



John maybe skimmed over this

So Cute

Seen on Facebook





BFFS Apology

Len Surtees pointed out an error in the Indoor HLG reporting. In the shoot-out after the comp, Ben cracked 38 seconds and Len cracked 39 secs, discovering he still had some tight circling inboard tip weight, so he reckons it could have been 40 secs.

Editor's Apology

Len Surtees was also one of the Queenslanders down at the AFFS Champs!

Aeromodelling is for life

Ray Fairfield's fascinating story concludes



In late 1965 my secondment in PNG ran out, so back to Canberra and the Patent's office. Not the most inspiring job, so I regularly perused the Govt. Gazette. Lo & behold there was an intake of people to train as Air Traffic Controllers. That seemed more interesting than patents, and I was accepted.

That meant a move to Melbourne, and it may say something about me that I could move in one trip in an MG.

There was no opportunity for modelling, as the course was full-on, but my story now moves on to full-size, with a detour into gliding. I was driving up the Hume with another trainee one weekend, and passing through Benalla we saw a glider in the circuit and both decided that was interesting.

We both went solo the next weekend and started spending weekends at the gliding club. I would have continued enjoying this version of flight, but I got an interesting phone call from an acquaintance in PNG, offering me a job in an aerial survey business he was starting.

Melbourne was moving into winter, and commuting to the training course in the CBD was a chore as compared to PNG. So off I went again.

Initially we operated with a hired Cessna and pilot, but it was soon obvious that wouldn't work. Our work for National Mapping depended on the weather, with the flexibility to shift quickly to any clear skies. So I quickly finished the requirements for my commercial license, and we set about leasing an Aztec with the necessary mods to take a survey camera and drift sight through the floor, and an oxygen system. A great example of my boss's attitude was the instruction. One day when there was yet another hassle over these mods: "*Get yourself to Sydney and get it sorted, and bring the plane back. Here's the company credit card, don't spend more than you have to*". I did as requested, and had to train a young guy we hired as camera operator. We did some work with this plane, and Nat Map bought it, but only because they were desperate for any coverage of PNG.

The reason for that was bound up with the choice of aeroplane. The firm they had been relying on operated a DC3, with a multi-man crew. The operating cost was such that they only flew when they had a reliable report, or a good forecast, of clear skies in their target area. These conditions were reasonable in Australia but almost impossible to meet in PNG. Add in the costs of positioning a DC3 from Aus and the result was practically nil coverage in about 10 years of contracts, with maybe two thirds of the island still to photograph and map. Some areas were covered but by maps annotated as to reliability with most classed as totally unreliable.

So NatMap in Canberra initially would buy any cover that was remotely usable, even though our ceiling was 18,000 ft. Instead of the preferred 25,000 ft. This attitude changed markedly when our first couple of months operations resulted in more coverage, and income, than the previous ten years. We generally flew 6 days a week, and if the weather was bad in the initial area we would relocate in search of a clear patch. There was no shortage of targets.

Once this registered in Canberra they started to be fussy about standards, and leaning on the 25,000 ft flight level to give a standard scale. To cut a long story short we ended up with our own Aztec fitted with turbochargers, a large oxygen system and a surplus gyrosyn compass for accurate heading hold. This gave us ideal performance, with an absolute ceiling of over 30,000 ft.

I had some good years with the small business which was a subsidiary to a Queensland Coy. We roamed all over the islands, and made good profits. We did upset the accountants who liked a steady and predictable performance and costs. The extremes were probably one month when we flew the full six out of seven days with nil income, compared to one day when every factor came together in our favour, resulting in at least $20,000 income for the day. Not bad for 60's money.

This flying resulted in some good stories. Officially we were VFR, but the tower would watch us climb into 8/8 of cloud before we left the circuit. One memorable morning was the day of the Hagen show. There was an unusual fog on Jacksons, not very high, but thick on the ground. There was a crowd of pilots waiting to go to Hagen in the briefing room, including us, going to do some work just the other side of Hagen. The tower controller came down for a coffee, and the pilots started to hassle him about the delay, There was surprise when he called them, saying, "*You want to go, go get in your planes*". What we didn't know was that he had resigned and was going home to Canada! So he cleared 17 aircraft for take-off in visibility of less than 50 yds. He did it safely, take-off was toward the sea with only about 100 ft of fog

before breaking on top. Then a 180 turn onto heading for Hagen. The tower was sticking out above the fog, and as one plane passed the tower the next was cleared off.

Twice in these years I was caught out by storms settling on the only runway available, but luckily I knew the area around them well enough to line up before entering the rain, and that there were no obstacles. Once you can see markers on both sides you must be over the strip. It concentrates the thinking.

By saving my days off I was able to organise a holiday in Europe, resulting in personal changes when I re-connected with a girlfriend from Canberra days, leading to marriage before we returned to PNG, and to some interesting flying when I joined the Tiger Club, a different type of club. No initial training, qualifications for joining being 100 hrs in command and a flight test in a Tiger Moth. Rumour had it that this test could include a prop-stopped force landing, but that didn't happen to me. The club operated a wide range of planes, some like the Turbulent and Fournier RF4 being single seaters. The club was very active in aerobatic competitions, touring and air shows, show turns including flying under a banner held up on bamboo poles by ground crew, blonde on the wing with a girl standing on a frame over the fuel tank of a Tiger, busting a tethered balloon with the wing-tip of the Tiger, and a tied together formation of Turbulents, tied wing-tip to wing-tip with knitting wool. One impromptu stunt I would have loved to witness was hatched the night before a Biggin Hill show, with the Navy demo pilot. It consisted of a box formation with a Sea Fury leading 3 Turbulents! Apparently they held formation the length of the Biggin runway. Consider the Turb has a 1500cc VW engine, and an official top speed less than the stalling speed of the Sea Fury.

Back to PNG, basing for a while in Goroka. A great place to be in those days. I must have picked up some modelling bits on my way through Brisbane, Arthur Gorrie being still in business. I remember building and flying a small Auster kit and donating some of my aircraft-grade ply to a repair on an L5 Stinson.

Unfortunately I found that our head firm in Brisbane had been taken over by a conglomerate, with a new manager installed to make us less free-wheeling. He apparently didn't like anyone who might know more than he did, so it wasn't long before I was out of a job. I did hear later that he had replaced all of the PNG staff.

After an anxious period, I went to fly with Crowley Airways, real bush flying. But I did make a few mistakes in the different style of operation, and I didn't last long there either. I did build up hours in a hurry, on some interesting strips.

Discussion with my wife helped reach the conclusion that flying at my age was not a reliable career, and I managed to get a job as engineering officer at what was then the Technical College, now the Lae University.

Being more settled gave me a chance to build a few models, and to get an R/C outfit, the OS Pixie single channel. Being in the aero club came in handy when an R/C model blew away into the surrounding jungle. I took a club Cessna with the door removed and a couple of rolls of toilet paper, and successfully marked the model for later collection.

An interesting sideline was to clean up a 20 mm cannon, salvaged from a Zero sunk on a reef not far from Salamua. It was in amazingly good condition after 25 odd years in the sea, cleaned up to almost "as new". I purposely left the barrel plugged with shellfish to avoid any attempt to fire it with old, highly dangerous ammunition.

Another retrieval in amazing condition was a Zero salvaged by Geoff Pentland from the sea off New Britain. This was a rare find, being a 2-seat modification assembled by the Japanese cut off in Rabaul, to mount a bombing mission against Manus Is. There was a seat behind the pilot for a rear-facing navigator equipped with a drift sight. Once the marine growth was hosed off, we were amazed at the condition. Most of us expected it to fall apart when lifted; instead it looked almost serviceable, prop still straight, tyres inflated, guns loaded and instruments readable.

There were still many aircraft from the war around, some still parked, some crashed. I got some others interested and we had a couple of good trips to different parts of the islands to view some of the more interesting sites.

My contract with the college was coming to an end, and PNG was soon to become independent, so once again we faced the problem of what to do next.

Although I was technical staff a shortage of lecturers meant I did some lecturing, and the academic life seemed attractive, but I would need more accepted qualifications. There were several Englishmen on staff, and discussing the situation with them drew my attention to the sandwich degrees being offered in the UK. These worked on 2 semesters of the year in college, with the summer semester in industry for work experience. So I sent applications off to a swag of colleges, and luckily (why do I find myself typing "luckily" so often?) the head of Production Engineering at Leeds Polytechnic had been at U of Q when I did my diploma, some 15 years before, and not only accepted me for the BSc course, but allowed me some exemptions.

So, we settled in Yorkshire for three years, and I could enjoy both modelling and some flying with the Tiger Club, although it was based on the south side of London. By leaving very early of a Saturday morning, I could do the 180 miles to the London Circular Rd in 2 hrs. At this time there was a strong push to revive air-racing around pylons with FAI class racers, the recent specs for what was originally Goodyear midget class in the USA. Almost all the people involved were Tiger Club members, and I became ground crew for a friend who had built a copy of the Cosmic Wind racer from the 1940s. We had to improvise on its first racing outing, with a spinner held on with pop-rivets and some fairings duct-taped on.

The standard engine was specified as the O200, as in the Cessna 150, but they could be improved by some blue-printing and were propped for revs over the normal red-line. This resulted in speeds around 250 mph, quite exciting at low level around the pylons. At the time it looked like being a successful revival, with quite a few sponsored races at air shows, but for some reason it didn't last.

I also took the opportunity to take up some modelling again.

The local club was mostly interested in C/L, so I designed and built a scale model of the original racing monoplane Tiger Moth. Quite successful, but I find C/L a bit boring, so did a bit of single channel R/C. That was not very enjoyable, being in the days of 27mcs equipment, with the danger of someone out of sight operating a transmitter, or being shot down by CB, very popular in the UK at the time. I tackled a KeilKraft Spitfire kit, to see what could be done with it. By substituting better balsa, and a hand-carved wooden prop with a free-wheel, topped off with an air-brushed finish, I reduced the weight to where it would fly quite well, much to the surprise of the locals. I built an A1 to a free AeroModeller plan, but it didn't survive the first flying session on Wakefield Common. Nothing wrong with its flight, but I marked where it landed and strolled down to collect it, but could not find it, even after a thorough search. Eventually decided some light-fingered type saw it land and got there before I did.

When I finished my degree we once again had to discuss our next move. It was not a good time to be job-hunting in the UK, with strikes, power shortages and the 3-day week. To complicate matters, my wife was pregnant with our first daughter. Then I noticed an advertisement for lecturers at the Polytechnic of Hong Kong. For historic reasons HK was still regarded as needing to attract staff, by quite good conditions of employment. So I was pleased to be employed on a contract basis.

Hong Kong is another story, but to continue the modelling and flying theme…. I joined the aero club, but operations were limited by the priorities given to commercial operations.

I never found a model club, but did build a couple of small models, mainly to use the Telco CO_2 motor I had bought in the UK. It was a time with lots of interest in the Kramer Prise for a man-powered flight.

There was no way I could build a competitive full-size, but it was fun to run calculations of various approaches. I tried out one idea in model size, a canard with extreme aspect ratio. This was hot-wired in poly foam, with a span of 100" and chord of 4". I mounted the tiny Telco, usually installed on something of about 18" span, expecting a powered glide at best. To my surprise it not only flew, but gained height so I had to climb some fences to retrieve it. That shows the efficiency of light weight, high aspect ratio, and canard layout.

Some people flew slope-soaring sailplanes from the range separating Kowloon from the New Territories, and they were great to see, with HK a spectacular backdrop, but I was kept busy with a new job and a new daughter. I also did a further MSc while there.

We had an interesting time in HK, but at the end of my 3rd end to end contract we had to plan our future, including our daughter's schooling, it being already obvious that this would include university.

So the decision came down to a choice of UK or Australia. An advertisement for staff at the DDIAE, now USQ, resolved the matter and I was offered an appointment on the strength of a telephone interview. After all our other homes I was back in Queensland, only 21 years since I left.

This was just before the Warwick nats, so I built a couple of models and once again did no good in competition. An interesting flashback was when Bond Baker asked to share my winding rig. I hadn't seen him since he visited our F/F field at Beenleigh on his return from the UK after winning the Wakefield. Someone else may remember the date for that (Ed: 1958).

I got involved in full-size flying, joining Jim Czerwinski to help rebuild a Spitfire XVI. This was a very interesting job, although ultimately discouraging. We got the plane ready to fly, after years of spare-time work, and Jim flew it twice on short flights, while Guido Zuccoli flew it once. He reported a small fall in oil pressure, so we took out the oil filter, finding it full of bearing metal. In spite of advice that the engine had been correctly inhibited, so should not be stripped, and several flushings with hot oil, followed by many ground runs, the engine was essentially ruined. An oil-way through the crankshaft had clogged and starved the centre main bearing, which had then been spun in the block. Quite impressive that it had continued to run, the main bearing area of the crankshaft was hot enough to turn it black.

Guido Zuccoli had an impressive collection of warbirds, with a Sea Fury as the first prize, and I became friendly with his gang, involved in restoring and building a collection of planes. I got to fly his Falco homebuilt quite a bit, it has to be the nicest handling of anything I have flown, stable but incredibly sensitive and light on the controls, fast and slippery, the only difficulty being when you need to slow down. It spoils you when compared to ordinary light aircraft.

I didn't do much model flying, there was no F/F club in Toowoomba and life was quite busy.

I got involved with the TARMAC club and the MAAQ in 1998 when the Nats came to Toowoomba and Oakey for free flight, as we had some difficulty finding a suitable F/F field. The one we settled on was not ideal, it was too close to Oakey airfield but we managed. I built a Wakefield for the LSq/100 class, but did no good, once again. I had previously built a Peanut Piper Pacer from a Peck Polymer kit for the Warwick Nats. The materials supplied in the kit were excellent, including condenser tissue, and resulted in a weight of only 9gm. But my standard of finish and a discrepancy with the documentation



Ray at the Oakey Nats with his little Piper Pacer



Ray enjoyed flying rubber models


Ray as CD of the Oakey Nats Indoor stadium



Ray launching his model in the LSq/100 comp (Note his VH number.

meant I wasn't competitive. I kept the plans, and built another one when the Toowoomba Nats came around. This one wasn't as light, no condenser tissue, and once again was not competitive.

Malcolm has reminded me that I was co-opted as CD for the indoor events, as the members of TARMAC club were all R/C modellers. He was apparently impressed by my voice control without a loudhailer. Not a problem when you are used to large lecture halls and students taking it easy at the back of the hall.

The Nats afforded an opportunity to meet some old-timers I hadn't seen for a long time, and to see how technology was being adapted to F/F. And I was able to build a few models for the Nats, but didn't do any good - again! So the models went back in the cupboard.

Some years earlier, I did drop into Amberley when the Nats were held there, literally, as I borrowed a Cessna jump plane. I almost got into trouble, as the airspace was closed. But I had contacted the Senior Air Traffic Controller, who gave clearance with some limitations. I did take George Baynes for a flight to try to find his Wakefield but no success.

So I shelved models again.

That is, until the development of electric power with Li-Po batteries and brushless AC motors, combined with 2.4 GHz radio that did away with the limited number of radio channels, no more interference. That was topped off by the commercial foam models that really did fly.

Ultralight re-build …. a diversion

I had been friends with Tony Kennedy for a long time, after meeting him through Sports Aircraft. He was the owner of a Turbulent with a turbulent history. It was originally built in a German factory in the 1950's and imported by the Schneider sailplane people in South Australia. The paperwork showed that DCA

were not sure how to handle it, and some mods appeared to have been required. It is interesting that my license was endorsed for "ultralight" long before there was any official policy on them. I seem to remember the qualification was an AUW of 600lb or less.

After a relatively low total hours spread over maybe 10 years it was withdrawn from the register due to glue deterioration, and Tony had acquired it. When I retired from the USQ and had time available we decided it would be worthwhile to attempt a reconstruction. The arrangement was that Tony would provide the materials and I would provide the majority of the labour, as I had space to work on it.

We found that the glue deterioration was real; most of the joints could be pulled apart by hand. We couldn't decide what glue had been used, but it had lost all strength anywhere moisture could reach it. A lot of the spruce structure could be reused after the glue had been scraped off. It was quite brittle, and I have a vague memory of something called "betel" — anyone have an idea what it might have been?

Progress turned out to be much slower than expected. My wife and I were still very keen on travel, and took advantage of several opportunities to extend our experiences, both in Australia and overseas. Then both Julia & I had some medical problems. So did Tony; he finally succumbed to kidney failure as we were getting close to finishing the rebuild.

So the assembled but unfinished plane is hanging in a local museum somewhere out west. A bit discouraging, as the Turbulent is a delight to fly.

Unfortunately I had left my return a bit late, as I was diagnosed with Parkinson's Disease about 10 years ago, and my reflexes and co-ordination are not what they were, resulting in lots of crashes. I still hope to fly powered sailplanes, but the PD side-effects mean I am in a nursing home, although I can still sign myself out and drive to the flying field. I also plan to build some small rubber models, the home has a chapel that is quite big enough for indoor, although the ceiling is a bit low.

So, I guess I am back to where I started!

Ray Fairfield

And so ends a very readable story from Ray Fairfield. Although photos were limited Ray painted a very clear picture of a very well educated gentleman who led an exciting flying life in some very challenging landscapes. I first met Ray in 1998 and was taken by his passion for old sports cars so this article about a serious and capable full-size aircraft pilot meant a lot to me. I didn't see much of Ray after that, catching up with him at an Oakey horse farm where we flew some State Titles. Thanks Ray for one of the most intriguing articles I have published.

Malcolm Campbell

QUEENSLAND F1A STATE CHAMPIONSHIP WINNERS

2003	John Lewis	
2004	Ben Lewis	
2005	John Lewis	
2006	Ben Lewis	
2007	John Lewis	
2008	Ben Lewis	
2009	John Lewis	
2010	Van Richards-Smith	
2011	Malcolm Campbell	
2012	Albert Fathers	
2013	Ben Lewis	
2014	Phil Mitchell	1st Dalby max-out
2015	Malcolm Campbell	2nd Dalby max-out
2016	Malcolm Campbell	
2017	Albert Fathers	
2018	Malcolm Campbell	
2019	Ben Lewis	
2020	Cancelled by COVID	
2021	John Lewis	

Multiple winners over the last 18 years

John Lewis	5
Ben Lewis	5
Malcolm Campbell	4
Albert Fathers	2
Phil Mitchell	1
Van Richards-Smith	1

Multiple winners over the last 10 years

Malcolm Campbell	4
Albert Fathers	2
Ben Lewis	2
Phil Mitchell	1
John Lewis	1

COVID CONSTRUCTION CORNER

Building seems to have stopped in our club. You can tell me I'm mistaken, by sending me details of projects you're working on. I've been busy building Hangar Rats and P18s, as well as refurbishing existing outdoor free flight models.



NSW master builder John French sent me progress report photos of his Dizzy Lizzy and the first coat of silver paint on his magnificent Hawker Hart



And he's at it again!

President John seems unable to stop churning out beautiful creations from his modelling den - but they're all control line models. These two photos are of his "Zugar" now RTF.
And there's more to come!



PERFECTION

Two of John French's magnificent models are ready to fly. His Mills .75 powered Dizzy Lizzy and his vintage rubber JB-3 have been finished to John's meticulous standard.





A Flurry, Gaggle, Swarm or Murder of P-18s?

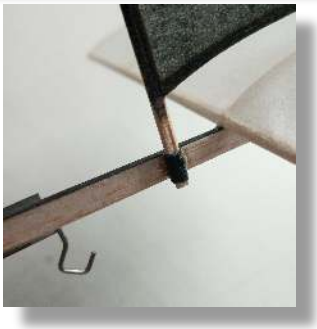
John, Ben and Malcolm prepare their attack on the Supreme Leaders of this class

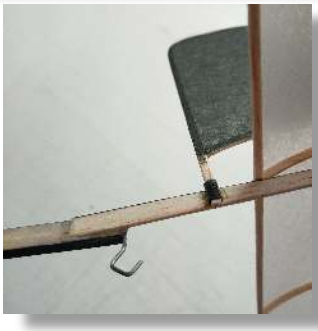


Malcolm's two new P18s are reasonably light at 6.9 g and 8.3 g RTF w/out motor. The big one is a Pennyplane and the other is a copy of Larry Brownlow's "Plodder".





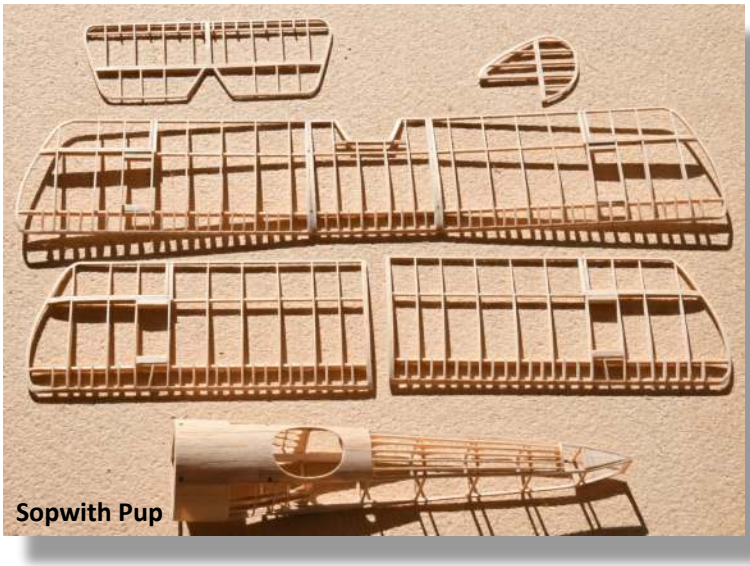


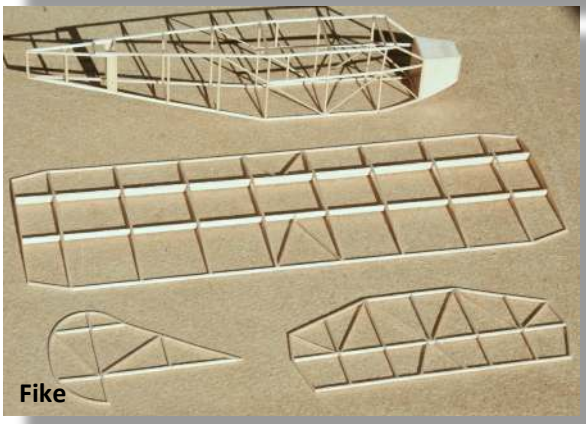


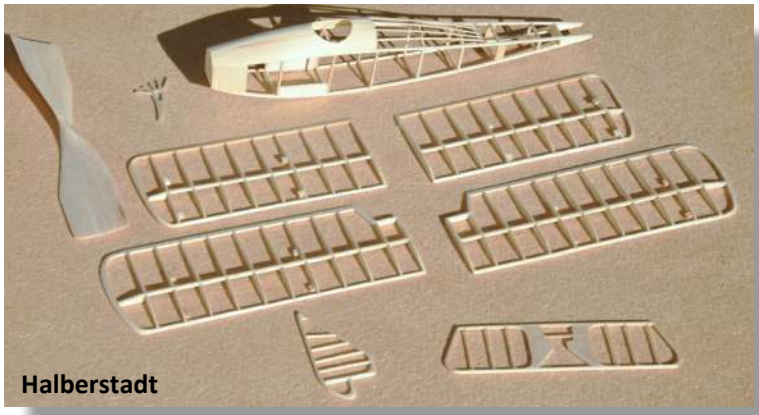
Stunningly flat and only 0.6g, Ben's new P18 stabs are a joy to behold Ben says the wings are 2 g covered and both stab and wing are highly under-cambered. Apparently, his flying surfaces are so flat he may just call the model "Flatulence". The fuse is strategically strengthened with carbon.

And more from John French. This time, his Peanuts









Regarding John French's Peanuts, he tells me -

The **Fike** is from an indoor book I think, there is hardly any balsa in it, and so I chopped up the lightest balsa I could find and it now weighs even less than before I started it. True I tell you!

The **Halberstadt** is from an old Aeromodeller magazine printed on the actual pages, and although the plan shows it to be really simple, simple it is NOT! I moulded very light balsa over the actual fuselage to get the right contours, but I found I needed to use all of my digits and some of Kath's to get it into shape. The bench was running with water by the time I'd finished it. Then I glued it on, no trouble. The exhaust piping is carved from a piece of 1.2 mm ply, and this took me only a few minutes with a sharp blade and little tiny sanding sticks which I made for this job.

Ol Ironsides is from another forgotten sourced plan, but this was a special case; our grandson Benjamin was in his early teens and over the phone we discussed a suitable peanut model which we could both make, and this was his choice. Benjamin has made a good job of his, but he stopped so I stopped too.

Lastly, the earliest of these four is the **Sopwith Pup** built from scale drawings so it's absolutely true scale. Not that there's actually much timber in the model because Old Tom Sopwith knew all about building in lightness. I started this model about 20 years ago, and against all odds and the removalists from Hell, it's survived perfectly this length of time with no covering on it.

On almost every joint on all four models I've used **AV-101 white glue**, not watered down at all, but used very sparingly. Not one joint has sprung. I may have used balsa cement on the Halberstadt moulded sheeting to avoid going stir crazy whilst holding it together!


1 to 24 scale Fokker DR1 Triplane






Ladybird


Red Admiral



Planning to build an E-36? This is a good article complete with a with plan, from "Model Aviation"

YOU CAN'T GO WRONG WITH A SUPER PEARL 222E

https://www.modelaviation.com/super-pearl-222-e
If the link doesn't work, copy & paste into your browser


George Morris (AZ, USA)



Gary Button tells me he's well on the way to finishing Buttsy Mark 2, seen here on the bench.



Bye bye Buttsy Mk 1



Gary Button says -

"This is a Building Tip I have used for a long time. The pictures will tell the story. The older pen caps were much better yet this is still OK. If need be a slight sanding of the open edge lip would streamline it better. It is up to the builder.

The good news is pen tops come in many colours so they most likely will not need painting. This is a nice way to finish a model at no cost. You can also cut it smaller if need be. It can also be used for air intakes and outlets for Electric power."





And John Lewis added:

"I find plastic spoons are also good for air intakes".



Heave Ho Postal 2021

Lens Surtees advises the event has closed and he has the winners:

Catapult Launch Glider (CLG)

1 Paul Squires NZ - 60,60,60,60,60 + 62 = 362
2 Kevin Barnes NZ - 58,60,60,56,60 = 294
3 Joshua Finn USA - 57,56,58,58,58 = 287

Hand Launch Glider (HLG)

1 Michael Towell AUS - 55,48,41,54,45 = 243
2 Joshua Finn USA - 38,39,38,36,35 = 186
3 Geoff Hungerford AUS - 4,11,3,3,3 = 24

TIP LAUNCH GLIDER (TLG)

1 Don DeLoach USA - 60,60,43,60,60 = 283
2 Rod Brown NZ - Rod did not post individual scores

First place in each class has won a STING MK2 18" CLG/HLG kit.

A guy walks into a lumberyard and asks for some two-by-fours. The clerk asks, "How long do you need them?"
The guy answers, "A long time. We're gonna build a house."







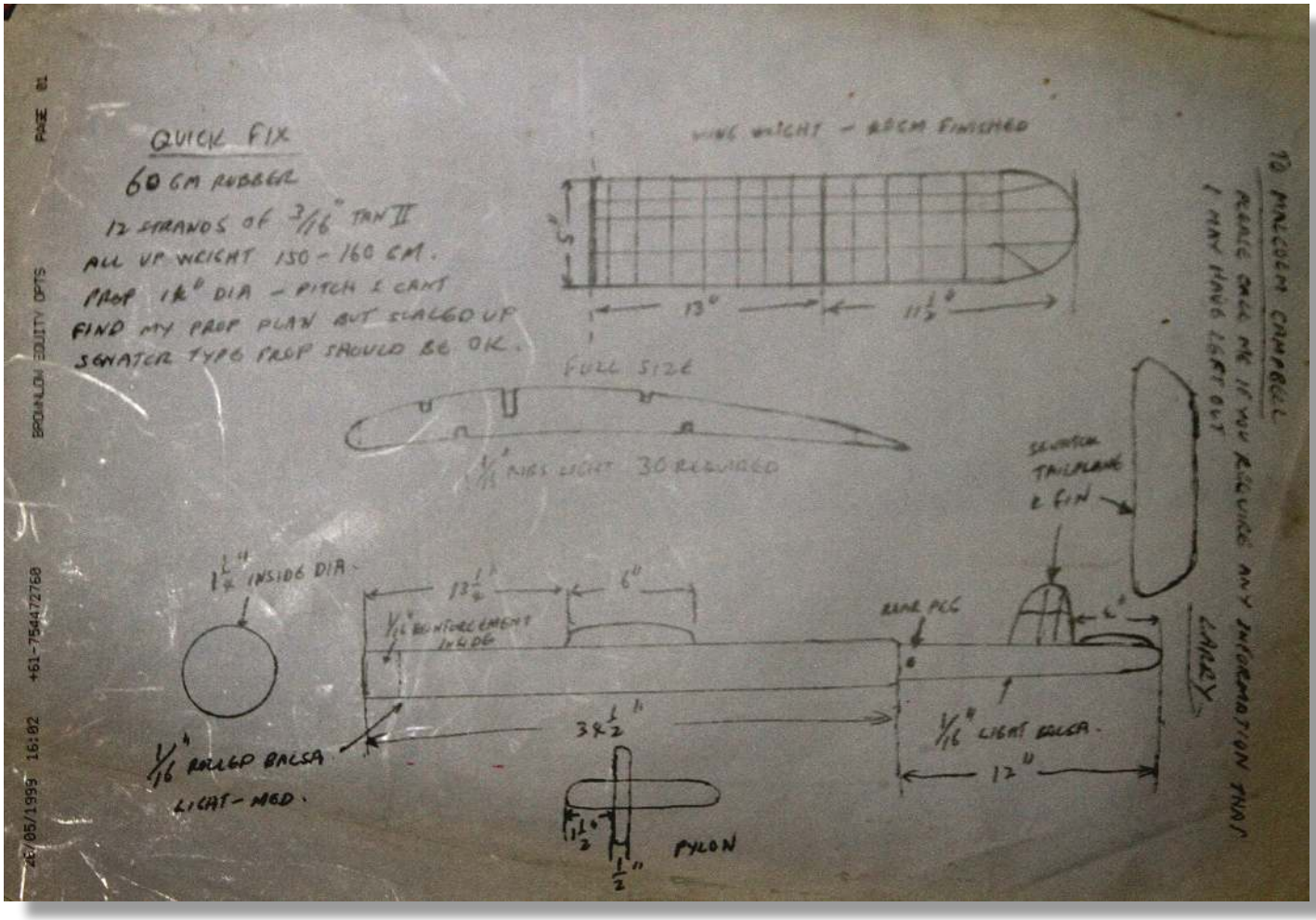
The Trikini 2020

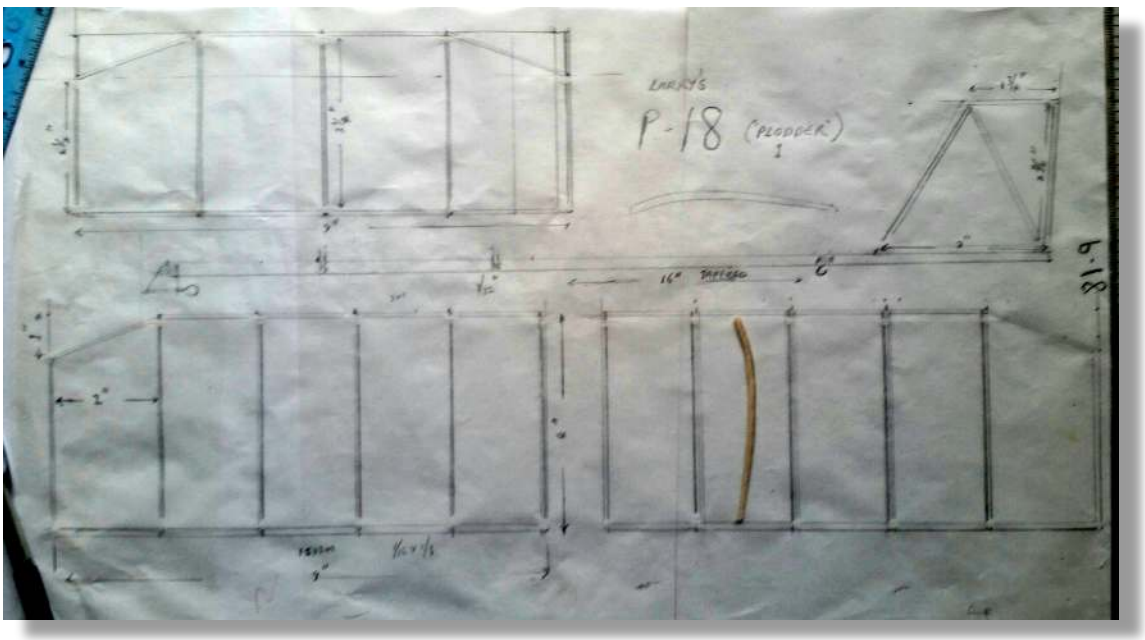
Beware the Free Wheeler

Larry Brownlow is the quiet achiever in BFFS competition circles, particularly in rubber. Near the turn of the last century, a group of BFFS flyers cleaned up at the AFFS Champs at Dubbo. None more convincingly than Larry Brownlow.

Larry flew in Open Rubber against top F1B models and large rubber-loaded stick and tissue models. Larry's model was different. It was rough and ready, and appeared patched together with spare parts from his scrap bin - a Senator stab, a rolled tube, a basic wing and a free wheel prop! Looks can be deceiving. Larry maxed out, and won.

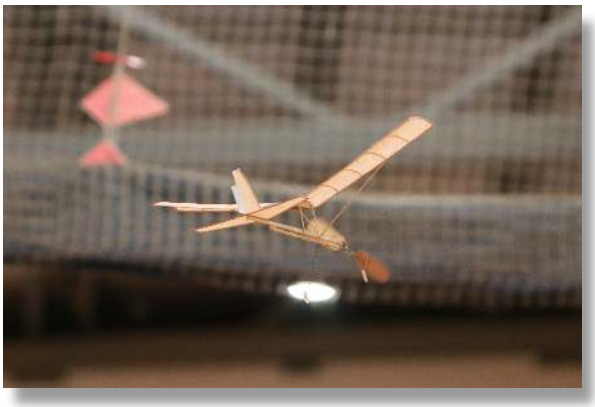
Appearing below are two of Larry's working papers, from which he built his winning Open Rubber model and more recently his winning P18. One thing they have in common is a rough origin of scribbled ideas culminating in winning models.





BFFS Spy





Van Richards-Smith visits the grave site of Ron's Delta Dart



Oversight on Malcolm's part - his Tumbleweed II doesn't have DPR!



Some days you just don't get it right!

Have you paid your 2021-22 Membership?

Remember, you must have current membership to be insured.



I love my Fike

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".



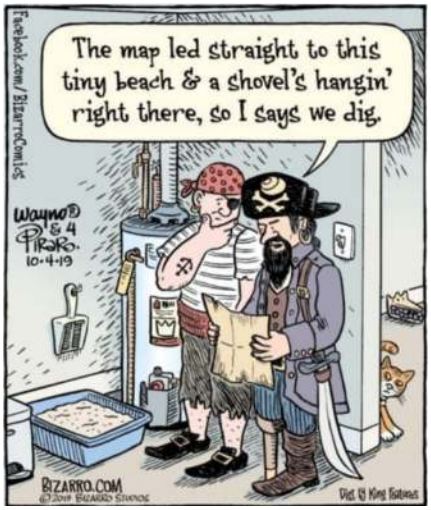
Can you help?

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?

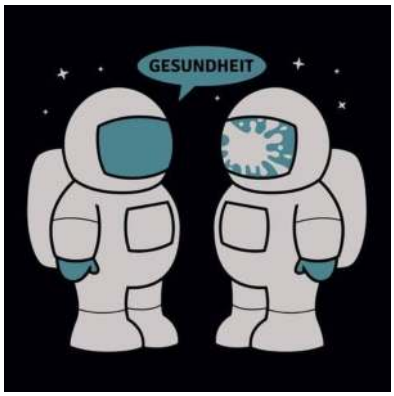
JOKES PAGE


The map led straight to this tiny beach & a shovel's hangin' right there, so I says we dig.
BIZARRO.COM

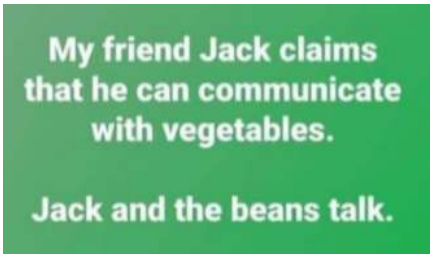

WHEN A WOMAN SAYS "WHAT?"
It's not because she didn't hear you. She's giving you a chance to change what you said.


The best times in our lives were not about what we had, but who we were with.


LATE AT NIGHT, THE SUPERMARKET GNOMES EMERGE AND MESS UP ONE WHEEL ON EVERY CART.
guyandrodd.com

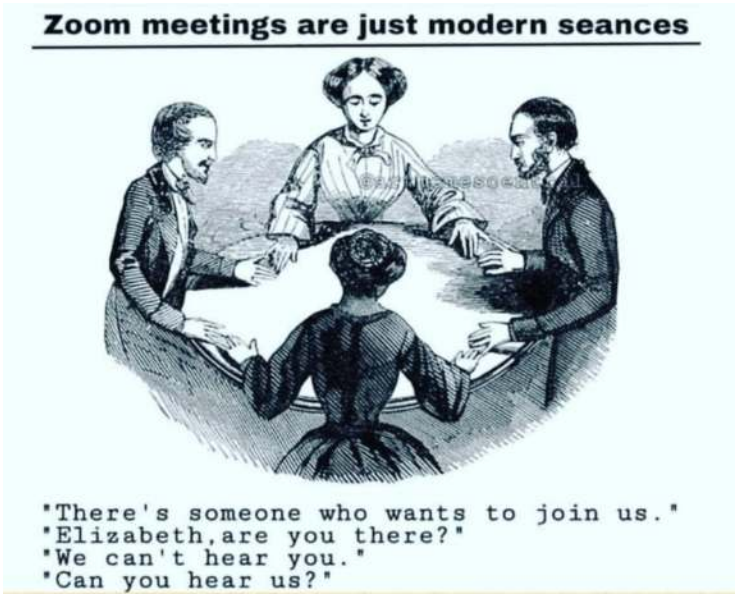

GESUNDHEIT

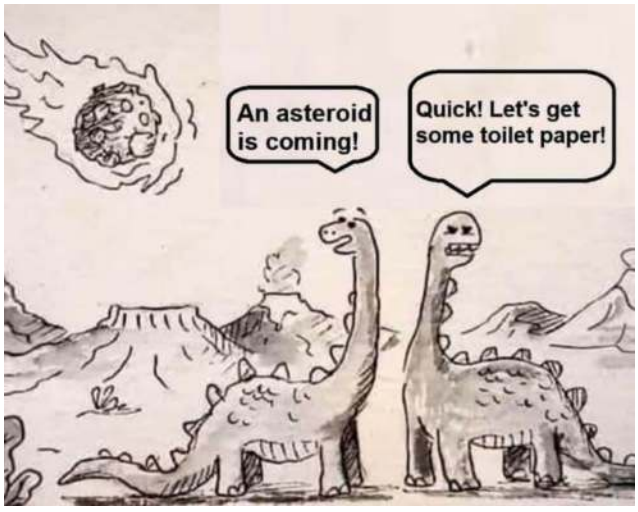

MY NEIGHBOR JUST YELLED AT HER KIDS SO LOUD THAT EVEN I BRUSHED MY TEETH AND WENT TO BED.

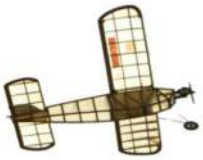

My friend Jack claims that he can communicate with vegetables.
Jack and the beans talk.


I went to visit a psychic.
I knocked on her front door and she yelled...
"Who is it?"
So I left.


FUN FACT: WOMEN SPEND MORE TIME WONDERING WHAT MEN ARE THINKING THAN MEN ACTUALLY SPEND THINKING


Zoom meetings are just modern seances
"There's someone who wants to join us."
"Elizabeth,are you there?"
"We can't hear you."
"Can you hear us?"


An asteroid is coming!
Quick! Let's get some toilet paper!



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 (5 rounds, R1 240 secs)	Dalby
	🏆	Sun 16th	8-1pm	F1B State Champs (5 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
	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	F	Sun 11th	8-1pm	Club **power model** fun & testing day including E36	Coominya
	🏆	~~Sun 25th~~	~~8-1pm~~	Scale, HLG & CLG St Champs NEW DATE TO BE ANNOUNCED	Coominya
August	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	🏆	Sun 12th	8-1pm	Open Rubber & P30 State Champs (3 flights each)	Coominya
	IND	Sat 18th	3-6pm	Indoor - P18	BSHS
		Sun 19th	8-1pm	Reserve Day	Coominya
	F	Sun 26th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
October	IND	Sat 2nd	3-6pm	Indoor - Peanut Scale	BSHS
	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
		28 Dec – 4 Jan		1st West Wyalong National Championships	West Wyalong

🏆 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 4 as at 6 August 2021

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