The magazine for all those who love Free Flight

THE BFFS DIGEST

March 2022



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- *Club and Testing Days*
- *Dale steps down after 17 years*
- *Things to know about trackers*
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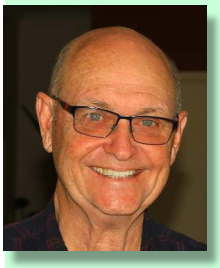


It's still there, so please take care!

COVER PAGE:

Malcolm Campbell launches his Cobra-powered E36 during the February trimming day. E36 has proven to be our most popular class, flown by club members aged from 14 to 89, with three generations of the Lewis family featuring well in this class. Kathy Burford won the inaugural E36 State Champs and Ben Lewis won the next two. Who will it be in 2022?

PRESIDENT'S REPORT



Our first trimming day was held on Sun 23rd January at our Coominya flying field.

After recent rain and assuming the farmer would have seeded the ploughed surface I was interested to see if there would be a significant covering of grass. As it turned out the prepared surface was much the same as the last time we were there however there was longer grass closer to the fences where we drive around the perimeter. This tends to disguise hollows etc and I would suggest driving as close a possible to the prepared surface. There is a drain that has been created next to Kay's property so driving near that fence line is fraught with danger. As a result depending on the wind direction there appears to be three main flight line positions. Just inside the gate, near where the rusting farm machinery used to be (probably the largest flat spot) or close to the trees near the entry to the Seven Mile Lagoon paddock. To drive around the perimeter, turn left once through the gate.

I was able to see Kay and Bob in late January and give them their Christmas present. They informed me about the drain and said the field had been seeded a couple of weeks ago. Please try and make contact with Kay if you need to enter their property. Kay said if they aren't at home be careful as they have some aggressive livestock.

Our recent Christmas party was very comfortable thanks to Ron and Sheila making one of their downstairs rooms available. The outside temperature was comfortable too this year making it the best Christmas party we have had at the Munden residence. Sadly Ron and The last couple of years have been challenging with a bush fire, hot temperatures and water seepage issues late last year that made it challenging for Ron and Sheila so we thank them sincerely for their generosity and also thank their daughters that have helped out on each occasion.

This marked our final visit to Ron and Sheila's home, as they have recently sold it

As with all Christmas parties Dale has organised the well-prepared food and Christmas hampers and with the help of the members wives and partners have worked together to provide delicious Christmas party lunches. I would like to thank everyone who has contributed over many years.

As you may be aware Dale Jones is stepping down after many years as our Treasurer.

Dale has always been there as long as I can remember. I first met William and Dale when I started flying Free Flight at Beaudesert when our kids were toddlers close to 50 years ago.

Dale volunteered and took on many roles not only as our current BFFS treasurer for close to 20 years but also MAAQ Free Flight Administrator and State Secretary. A few years ago Dale was also the Nats Free Flight coordinator at Dalby. Apart from her more formal duties Dale has provided the niceties like Dale's Fun Days and organised the club prizes and gifts for our juniors and Christmas gifts for the owner and neighbour of our Coominya field. Dale has been invaluable providing a moderating influence keeping me and Malcolm with our feet on the ground. Needless to say Dale's input will be sadly missed.

William and Dale have recently sold their long term home and as you can imagine have an enormous workload ahead of them shifting machinery, modelling bits and pieces and furniture into temporary accommodation while their new home is being constructed.

I am sure all BFFS members are grateful to both Dale and William for their amazing contribution and wish them well. Hopefully we will continue to see both of them at some of our activities in the near future.

COVID times and changes to our local flying site have impacted on our recent flying opportunities as well as the unpredictable weather; still I am optimistic we will have a good year of flying in 2022.

I am still waiting for confirmation for our indoor dates but with the start of school being delayed this may take a bit longer.

John Lewis

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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.

SECRETARY'S REPORT

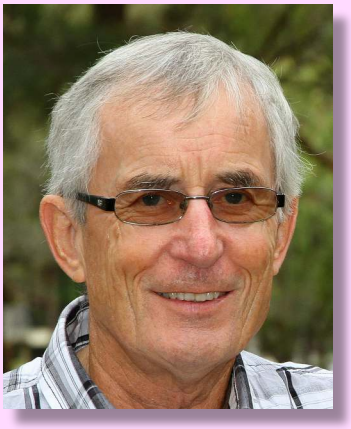
Wow, what turbulent times we live in. Entering the third year of COVID one wonders when it will stop. And the end of February biblical rain event just added to many's woes. The Ukraine/Russia assault makes our worries pale.

So onto our micro worries - our field. Jessie has planted grass seed to feed his cattle, and that will grow to waist-high. It will regrow after each harvest and he says we can walk through it. I guess it will be good for Scale models and trimming. And we'll have to see how our competitions run.

Tony the pig farmer has offered us his paddock for this year only, as he plans to plant grass seed there next year. The gate has a chain latch but no lock and it's at the top of Banool Road where it turns into Watson's Road. We're yet to test it out.

And the Seven Mile Lagoon is the biggest it's ever been. It will take a long time to go down and longer to evaporate. Since then the major east coast flood event in February has put a stop to immediate flying at Coominya. Gary Button's photos spell it out clearer than words (See page 8).

Albert, Graham, Kathy and I will be heading off to Narrandera in April for the split AFFS Champs. There'll be three World Cup events at Narrandera (for F1A, B and C classes) with all the mini classes being run



at West Wyalong. I'm sure looking forward to some unrestricted flying!

Cheers,
Malcolm Campbell

A big Thank You from all BFFS members to Dale Jones for her contribution to the club over the last 17 years



Dale Jones resigned from the Treasurer role at the last General Meeting held on 29 January 2022. William and Dale are relocating to Stoneleigh just past Jimboomba, so logistically she could not continue. Dale was Treasurer for 17 years and always ensured the success of our club social functions including the Christmas Party, assisting with the acquisition and preparation of the food. She also made sure club event winners all received thoughtful chocolate gifts for their efforts. Dale ran the enjoyable "Dale's Fun Day" for many years and was the Nationals Coordinator held at Oakey in 2011 - and this ended up being the last Nats held in Queensland.

Kathy Burford was elected in as the new Treasurer.

I'm sure you all agree in wishing Dale and William all the best for the next stage of their life - in a brand new home!

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".

Test and Trim Day
Coominya 23 January 2022

Report by Malcolm Campbell



Des launches his E36 into the wind, but not the trees!



John's little P20 bravely battled the wind



Lens shows off his haul from the WW Nats

A small group got together for the first flying day in 2022. I think we all wondered what to expect after two months away and a lot of rain during the interval. The paddock still has no noticeable crop growing in the ploughed area and we still have to be careful traversing it. Cars can only be driven on the perimeter grass and that is now pretty high in places, with no resident cattle.

FIELD ACCESS: Accessing the back of the field can only be done by turning left at the gate and driving around that side. You cannot turn right from the gate because there are areas where we could get bogged.

FLYING: Mark Armour had nearly finished flying his coupes when we



Len's new HLG

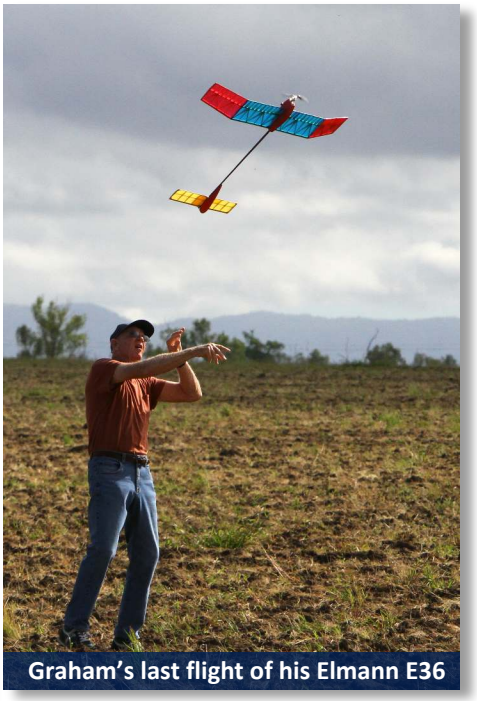


Visitor Dave Perkins launches his scramble model. He last flew with us at Wivenhoe.

arrived and Len Surtees was happily sorting his new HLGs. The wind was light and towards the road (SSE) but shifted more towards Kay's property (SE) and it picked up, causing models to be launched further east. Graham Maynard believes he has flown his last Elmann E-36. The model climbed well but transition was rather abrupt and the steep glide severely damaged the wing. Graham is going to pursue more conventional designs from now on.

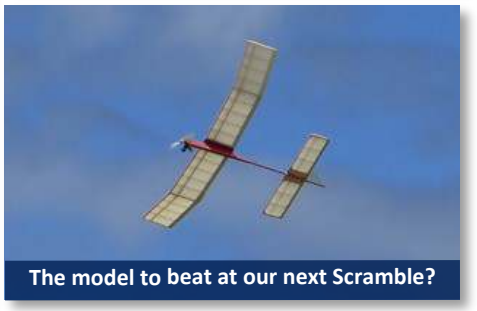
John Lewis tested his Neo CLG that spent time in the paddock last year and also flew his little P20 as the wind picked up. Des Slattery arrived later in the morning with RC friend Dave Perkins coming with him to fly his Scramble model. I left before that happened but I dare say he did fly. Des put up two of his E36s and both flew well, although one of his models really needs a new 1806N motor.

The field and surrounds sure are green after the very good rains SE Queensland have received recently. There are signs that the ploughed paddock is starting to flatten somewhat making it much easier to negotiate. Let's see how it looks in February.


Graham's last flight of his Elmann E36

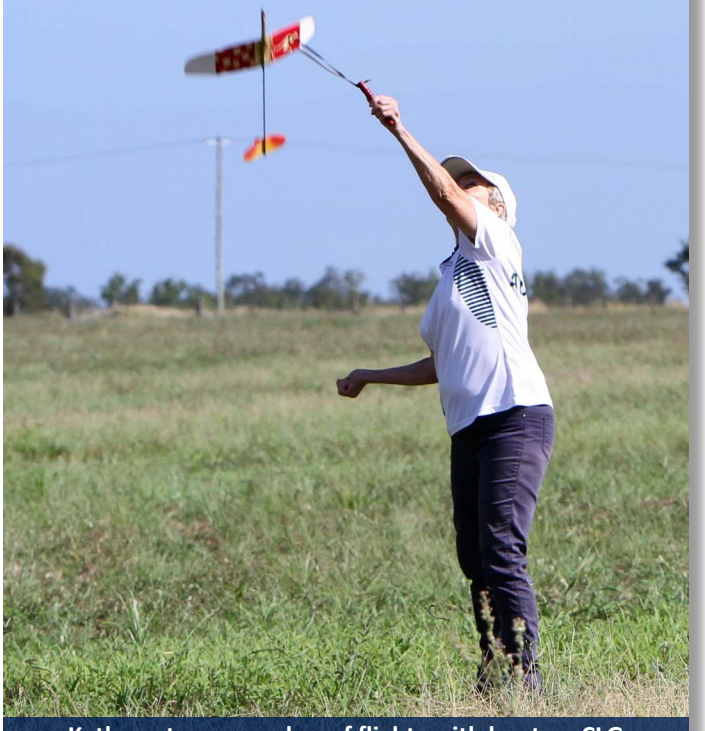

John winds his P20, Kathy & Dave watch


Perfect day, Dave's model circles overhead


The model to beat at our next Scramble?

Test and Trim Day
Coominya 13 February 2022

Report and photos by Malcolm Campbell


Kathy put up a number of flights with her two CLGs

Sunday 13 February started out being a good day for trimming with the wind already the predicted SE, so we set up in the south east corner down past where the plough used to be. Mark Armour was packing up as we arrived – he'd already done his trimming.

New member Craig Ferguson was up first with his P30 and made the most of the calmer morning air. John Lewis, Len Surtees, Kathy Burford and I all put up some CLG flights with varying levels of success. Len also put up some nice flights with his new 24 inch Sting Mk II HLG. By 8.30 am, the winds had increased to 3 m/sec with gusts of 5 -6 m/sec, so it was time for Kathy and I to put the chuckies away - Len continued. He had the Hunter Valley Champs to get ready for.

Graham Maynard wasn't happy to fly his F1G so he retired it after one flight. John did the same with his tiny P20. Craig brought out his old Pink Elephant and found a small calm patch to tow up in. While I didn't see the flight I saw the model on the back seat of his car – boom broken in three bits, stab destroyed and damaged wings. He plans to build a model to replace this one.

I put in three flights with one of my Joulebox E-36s, two gaining very good height although the transition of one in the wind wasn't too good. The wind caught me unawares in my second flight, the model being flung hard right starting a near horizontal fast turn to the right. RDT stopped the motor and then DT'ed the model, avoiding what might have been a nasty accident, although I think it would have climbed away.

By 9.30 am we'd all had enough. Jessie the farmer dropped in to receive his Christmas gift and we talked with him about

the field. The grass he's planted will grow waist-high and will be harvested regularly to make hay for his cattle, this being necessary because he can no longer have cattle on the Seven Mile Lagoon paddock as the council did not renew their lease. He said we were welcome to retrieve by foot in the crop but cars can only be driven around the boundary.

We all left in convey at 10 am - happy that the paddock is currently pretty good to fly on.


Len flew more than anyone


He seems happy with this launch


Graham's only flight before the wind got up

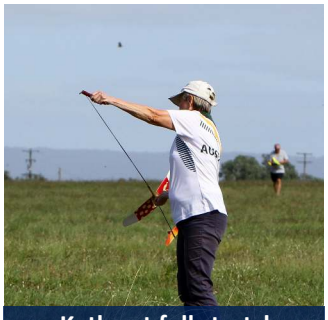

Newbie Craig and his little P30

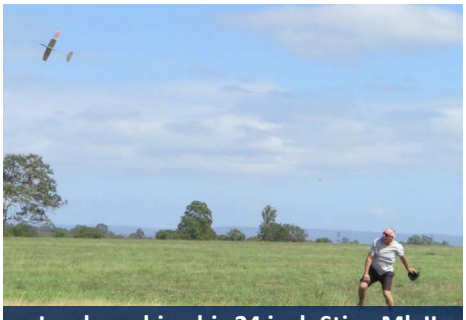

John and Gary Button enjoy a chat


One of Craig's many launches


Malcolm was happy with his E36


Too much right bank - see if you can see the model !


Kathy at full stretch


Len launching his 24 inch Sting Mk II


Sting Mk II 24 inch HLG



The safe way on to our flying field, when we next get onto it

Last years ploughing, lots of rain and no cattle on our flying site means we have to be extra careful on the field.

The only way onto the lower launch sites is to **turn left after you drive in the gate** and then drive clock-wise beside the boundary fence line. Stay off the ploughed field at all times! Drive around the dam (not too close) and drive across the ridge at the start of the ridge next to the dam. The ridge is the green line on the map. Once across, the land is easy to drive across. DO NOT DRIVE ON THE RIDGE OR TO THE RIGHT SIDE OF IT. There are very deep ruts and holes you cannot see.

You will find a path across the ridge at the southern end, roughly where shown on the map. It is OK for FWD cars to cross at about a 30° angle. Once across the ridge, drive around the grass on the edge of the ploughed paddock to where club members are flying. No cattle on this land means there will be long grass, and you can't see what's ahead in this grass.

When you park your car, if the grass is very dry avoid long grass as catalytic converters can be very hot after a long drive.

And there is another area to be aware of. **Don't** try to drive around to the right when you drive in. There are areas on the Waters Road fence-line that will bog you. So don't try it and remember, do not depart that way either! Unfortunately, the Seven Mile Lagoon is as full as I've ever seen it.

And finally, under the present circumstances, the last two cars on the field should leave together. So I guess things can only get better?

Hah, I was wrong! I penned this in early February, and then Coominya received its annual rainfall in three days at the end of February! That's 522 mm, or 21 inches!



Coominya, as we've never seen it before

After a week of heavy rain where most localities of SE Queensland received their annual rainfall in 2 - 3 days and 40 localities recorded over a metre of rain (40 inches!), we expected our field to be in the firing line. And it was. ***Gary Button*** *walked the field to take these photographs; driving was impossible and will be for some weeks to come.*





From where we fly at the bottom of the paddock, looking on an angle towards the gate into the field



From where we fly at the bottom of the paddock, looking towards Graham's Tree



From where we fly at the bottom of the paddock, looking left towards the Seven Mile Lagoon



From where we fly at the bottom of the paddock, looking towards the SE corner. Note ridge on LHS.



This amazing shot shows the current extent of the flooding through multiple paddocks. The ridge would have been underwater last week. The fact that the water is still almost half metre deep where we normally park (near the double gates, left middle of this photo) and this is two weeks after all rain had stopped, graphically indicates the gravity of the situation for all farmers. Our flying will be on hold for some time I'm afraid.



Gary's footprints disguise how bad the situation is



Gary's paint stirrer, used as a depth marker



He easily pushed it in over 150 mm, by hand



TRACKING MODELS BY RADIO

Report by Vin Morgan (March 2021 Flypaper)

Systems

Radio tracking systems for model aeroplanes comprise a small transmitter that fits in the model and a receiver that allows the direction of the transmitter to be determined. Transmitters typically weigh ~3 gm and have dimensions of 10x12x25mm (including the battery holder).

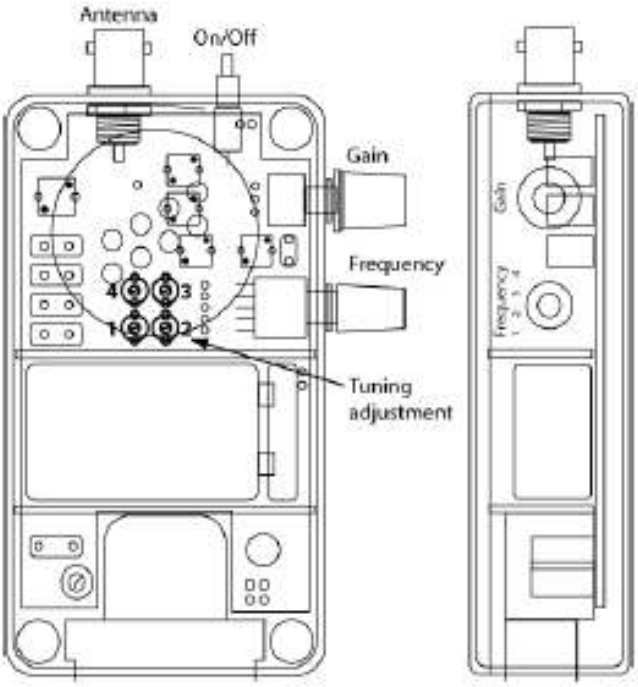
Ground range is highly dependant on the attitude of the model (and antenna) and the height of both the receiver and transmitter. A sensitive receiver will give a ground range of ~ 1 km if the transmitter antenna is approximately vertical and clear of the ground. Ground-to-ground ranges of 20 km have been measured when the receiver was at the top of a small hill. The air range will be more than 30 km. If the model is upside down and the antenna is close to the ground the range might be as small as 200 m.

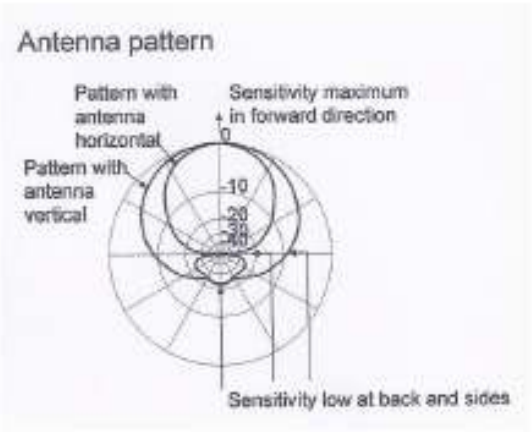
Transmitters that emit a short pulse are economical of battery power and give durations of ~200 hours on a small lithium coin cell.

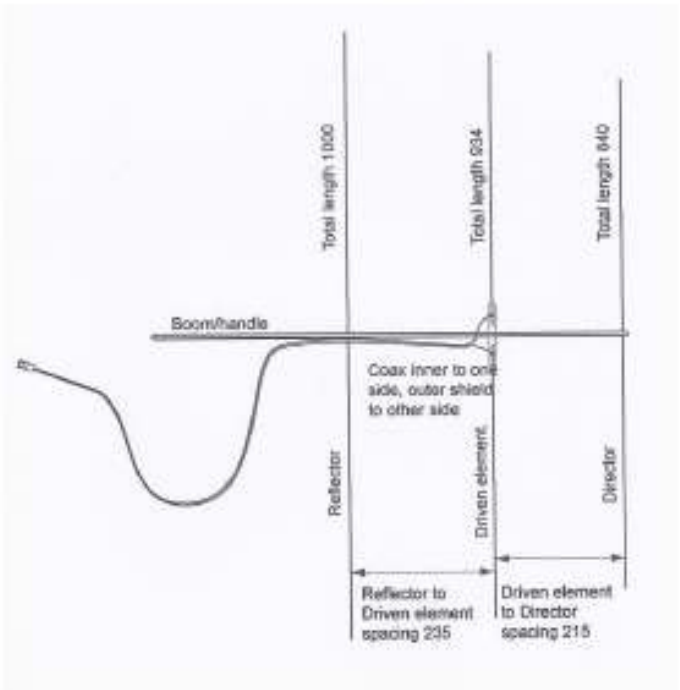
Finding

Systems that are used for tracking model aircraft usually get a direction to the transmitter by means of a receiver that indicates changes in signal strength as a directional antenna is rotated. Yagi type antennas are commonly used because they give adequate directionality and usually better sensitivity than specialized direction finding antennas.

For frequencies around 150 MHz a three-element yagi is a good compromise between compactness and directivity. The “rubber ducky” type helical whip antennas that are used on communications transceivers can be used, but since these antennas are not by themselves directional they must be made into a directional system for instance by the body shielding technique. In this, you hold the receiver close against your chest, with the antenna pointing vertically up or down, and rotate your body to detect signal strength changes. There is not too much change when the beacon is in front of you but there will be a reasonably sharp minimum in signal when the beacon is directly behind. The yagi is a much better antenna than the rubber ducky and gives about twice the range with much better directionality. A useful directional antenna is a small tuned loop. This is only about as sensitive as a similar size whip but in practice is much better because it can be used while being held over your head. A small







increase in height is effective. The loop gives a broad maximum in the plane of the loop and a sharp minimum at right angles to the loop. When the direction found by the minimum is ambiguous the body shielding method can be used to find the maximum direction.

It is also possible to locate a transmitter without a directional antenna by the change in signal strength as the receiver is moved. As you walk towards the model, the signal will increase to a maximum and then, as you pass the nearest point to the model the signal will start to decrease. The point of maximum signal indicates that the transmitter is off to one side at right angles to your path. If you then walk out at right angles from the point of maximum signal the signal will increase (correct direction) or decrease (incorrect direction). You will probably still not be exactly on line so the procedure can be repeated to home in on the transmitter. This technique works best at close range when the distance to the transmitter, and hence the signal strength, changes significantly as you walk.

The best type of receiver, for beacon tracking is those designed for SSB or CW (Morse code) reception. These receivers have a beat frequency oscillator (BFO) that is mixed with the signal to make an audio frequency tone. The tone makes the system very sensitive as the beep can be heard even when the signal is very weak. FM receivers such as scanners and communications transceivers can be used, but the unmodulated beacon signal will just be heard as a period of silence against the receiver noise. FM receivers are designed to reject signal amplitude variations, which make it difficult to detect signal strength changes unless the receiver is fitted with a signal strength meter. If the receiver does not have a meter, an indication can be obtained by reducing the apparent signal strength so that when the antenna is turned away from the beacon the signal disappears. Signal strength can effectively be reduced by detuning the receiver (by switching to adjacent channels) as you get closer to the beacon. In receivers with a squelch control (the squelch is an internal switch that turns the receiver output on when a signal of a certain level is detected) the squelch should be set to minimum so the receiver noise is heard even in the absence of a signal.

Transmitter Installation

The best range will be obtained if the antenna is approximately vertical and the transmitter is near or enclosed by some conductive part of the model. Installing the transmitter near the wing with the antenna leaning back at about 45º is convenient. The only problem is if the model is upside down the antenna will be pressed to the ground and the range will be very much reduced. Installing the transmitter towards the trailing edge the wing reduces the problem.

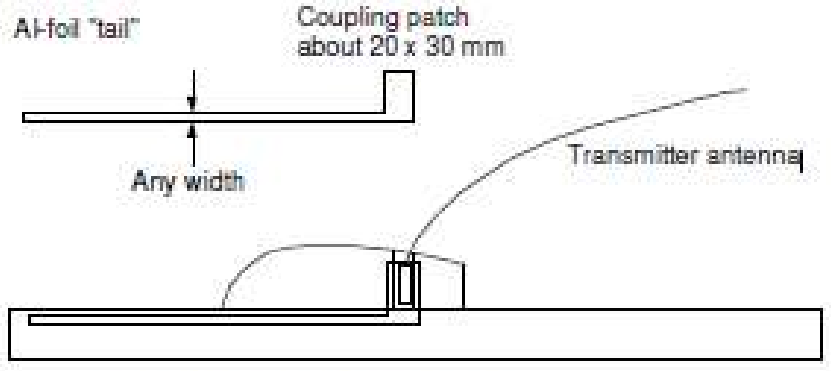
The electrical conductivity of the part of the model has a significant effect on the effective output and hence range. Having the transmitter near metal such as a wire rudder line significantly improves range.
For non-conducting models, increased range can still be obtained by having a “tail” fixed to the model and capacitively coupled to the transmitter. The coupling patch should be close to the transmitter (within ~5mm) and the coupling is improved if the patch partly encircles the transmitter. The patch can be made out of Al-foil and cemented on one side of the transmitter cavity. The sketch shows the general idea. The tail will work effectively provided it is not much shorter than the transmitter antenna. Make it as long as is convenient.

With the FFT transmitter the battery can be left installed and switched off by sliding a thin piece of plastic under the top battery contact. At the start of a days flying the transmitter should be turned on when the model is assembled. The transmitter itself is enclosed in plastic and sealed with epoxy so it is waterproof but the battery holder will corrode if left wet with a battery in place. It the transmitter gets wet remove the battery and let the transmitter Dry.

Using the FFT receiver

The FFT receiver has preset tuning so it does not have to be tuned to the transmitter each day. The tuning is quite critical however and should be checked periodically. It is a good idea at the start of a flying day after you have turned on the transmitter to turn on the receiver and make sure there is a beep. If you bought a receiver and transmitter together the receiver will have been tuned, otherwise you need to adjust one of the four preset tuning positions to the transmitter. To do this, remove the top of the receiver case.

The frequency trimming capacitors are shown in the diagram on the previous page. Trimmer 1 corresponds to switch position 1 (switch fully anticlockwise).
Switch on the transmitter, adjust the receiver gain so you can hear some



Tail pasted on pylon and motor tube of F1B

receiver noise and set the frequency select switch to the position you want for this transmitter. Turn the trimmer slowly until the transmitter becomes audible. If the gain is high enough but the transmitter frequency is outside the receiver passband you will hear a click which will become louder as the receiver tuning is moved closer to the transmitter frequency. The trimmers go from minimum to maximum capacitance in 1/2 a turn. They can be rotated continuously in either direction without damage. It is helpful but not essential to use an insulated screwdriver to adjust the trimmers. The top of the trimmer is grounded but you will probably notice a change in signal strength when you touch it with a metal screwdriver due to the metal carrying signal into the box.

At short range the signal will be very strong and will overload the receiver so you will need to adjust the gain down so the meter reads onscale. Leaving the antenna off helps to avoid overloading. Adjust the trimmer so the transmitter signal is strongest on the meter and the audio frequency gives good audibility. Caution. When very close (strong signal) it may be possible to get a good note from the transmitter in an incorrect position - on the wrong side of the receiver oscillator. Make sure the final position is that which gives the stronger signal. When you head off to find a model the gain control should be set near maximum – so the receiver noise is audible. As the signal gets stronger you need to back off the gain to keep the meter on-scale so you can see the variation in signal as the antenna is rotated.

For locating model aeroplanes the main requirement of an antenna is convenience and gain. Searching is done by closing in on the transmitter (model) so it is not necessary to have very sharp directionality. It is however, necessary to be able to hear the signal, so an antenna that has some gain is useful!

At 150 MHz a three-element yagi is a good compromise between gain and portability. Yagis also have the advantage of simple assembly/disassembly because a connection only has to be made to one element. The yagi has a broad maximum in sensitivity at the front, which is good for initially finding the signal. The deep nulls on either side giving directionality. In this design the elements are 3.2mm diameter aluminium tube or rod. Aluminium tube is light but fragile, aluminium welding rod is more rugged but heavier. In the drawing on the first page, the front and back elements are shown as simple lengths of rod. If they are made in two pieces for ease of transport, it is necessary to have a good electrical connection in the centre
The centre (driven) element is in two pieces, with each piece isolated from the other (and the boom handle) by a length of insulating material (wood or hard plastic) which serves as an insulator and mount for the elements
Each half of the driven element is connected with coaxial cable, inner to one side sheath to the other.
The coaxial cable should be about 1 metre long so the antenna can be held as high as possible. Raising the antenna from waist height to overhead makes a large difference to range.

Note that in general, the antenna should be held so the elements are vertical. The cable is RG58 or an equivalent and has a BNC plug to fit the receiver.



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. Adrian Bryant, Allen Thomas, Des Slattery, John Lewis, Ron Munden and I have sent in profiles).

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 .



Welcome to the 11th HEAVE HO Free Flight Glider International postal held over the month of April, 2022 sponsored by stingmk2gliders.com

For the first time indoor catapult and hand launch for both adults and Juniors (age up to 15 years old) flown in category 1 (ceiling height up to 8 meter or 26' measured under the ceiling beam structure excluding lights and fans, basketball halls are common category 1 sites). I have asked Josh Finn from J&H AEROSPACE to sponsor prizes for indoor, Josh sells lots of indoor glider kits so check out his range.

Outdoor events, Juniors and adults, (Adult HLG winner is awarded the HH trophy)
1/ Hand Launch (javelin) HLG, 2/ Catapult CLG (1/16" x 1/4" x 9" rubber loop maximum allowed) 3/ Tip Launch Glider TLG

Indoor 2 events for Juniors and adults
1/ 6" (152mm) wing span catapult, any design (sting mk2 6" glider kit ideal)
2/ Hand launch, any size or material and can be wing tip or Javelin launched.

RULES : Competition runs from 1st April till 30th April 2022
For indoor and outdoor there are 9 official flights, please record all official flights with best 5 counted for outdoor, (multiple series of 9 flights are allowed but can not mix or combine scores.) Times to be recorded by a time keeper. For Outdoor fly to one minute maximum for each flight, if you achieve 5 x one minute max's out of 9 then keep flying one minute max's till it is missed but include that last flight time. Flights are rounded down to seconds, Indoor flights are recorded down to 1/10th second. (example, flight of 23.76 seconds is recorded as 23.7 seconds). Time starts at moment of launch and stops when glider comes to rest on floor. Best 3 scores will count or 4th if needed due to a equal first place.

Lots of great STING MK2 glider kits for prizes and lucky entry prize too
Fly safely and responsibly but most of all " have FUN " ENTRY is FREE
Send results and your country to lensurtees@hotmail.com Also photos of you and gliders for web site and international Free Flight publications. Please check out web site for updated information at stingmk2gliders.com

CONSTRUCTION CORNER

There's been no building activity to report this edition. Is this for real? It's never happened before. Maybe people are finally out and about? Please send in a story and photos if you have been in your shed, building or repairing.

BFFS Spy

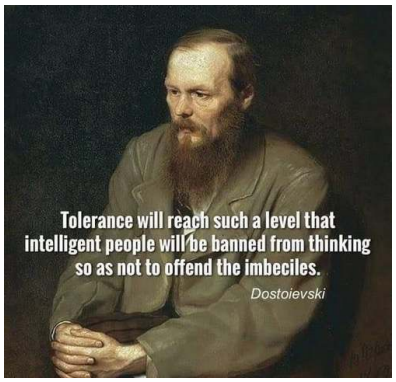




Mark Armour's development of his squadron of Coupes continues. John noticed the very neat installation of his timer and thought you may appreciate this photo.

JOKES

A police officer came to my house and asked me where I was between 5 & 6. He seemed irritated when I answered: "Kindergarten"



Paraprosdokians

- You do not need a parachute to skydive. You only need a parachute to skydive twice.
- There's a fine line between cuddling and holding someone down so they can't get away.
- Behind every successful man is his woman. Behind the fall of a successful man is usually another woman.
- Women will never be equal to men until they can walk down the street with a bald head and a beer gut, and still think they are sexy.
- To steal ideas from one person is plagiarism. To steal from many is research.



BRISBANE FREE FLIGHT SOCIETY
2022 Flying Calendar



Month		Date	Start	Event	Location
January	F	Sun 23rd	7-10am	Trimming day & fun flying	Coominya
	🛠	Sat 29th	12-4pm	Bar-B-Que Lunch & General Meeting	John's place
February	F	Sun 13th	7-10am	Trimming Day & fun flying	Coominya
	CP	Sun 27th	7-11am	Club Day 2 Min Class models (3 flights)	Coominya
March	IND	Sat 5th	3-6pm	Indoor - Delta Dart	BSHS
	F	Sun 13th	7-2pm	Dale's Fun Day including P20	Coominya
	🏆CP	Sun 27th	7-2pm	F1H State Champs (5 flights) & E36 club event (3 flights)	Coominya
April		10th - 14th		AFFS Champs & SCC (F1A, B and C)	Narrandera
		15th – 17th		AFFS cont'd Small classes, see FFDU program	West Wyalong
	F	Sun 10th	8-12pm	Trimming/Reserve Day	Coominya
	IND	Sat 16th	3-6pm	Indoor HLG/CLG	BSHS
	🏆	Sun 24th	8-12pm	F1J State Champs (5 flights)	Coominya
May	🏆	Sun 1st	8-12pm	F1G State Champs (5 flights)	Coominya
	IND	Sat 7th	3-6pm	Indoor - EZB	BSHS
	🏆	Sat 14th	8-1pm	F1A & F1C State Champs (each 5 rounds, R1 240 secs)	Dalby
	🏆	Sun 15th	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
	F	Sun 29th	8-12pm	Club **rubber model** fun & testing day including Frog models	Coominya
June		4th – 6th		NSW & VIC State Champs (F1A, B and C)	West Wyalong
	F	5th	8-1pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
	IND	Sat 11th	3-6pm	Indoor - Hanger Rat	BSHS
		Sat 18th	8-1pm	Reserve F1A and C	Dalby
		Sun 19th	8-1pm	Reserve F1B	Dalby
	🛠	Sat 25th	12-4pm	Bar-B-Que & AGM	John's place
July	IND	Sat 2nd	3-6pm	Indoor – P18	BSHS
	🏆	Sun 10th	8-1pm	Scale State Champs & club testing	Coominya
	F	Sun 24th	8 – 1pm	Club **power model** fun & testing day including E36	Coominya
August	IND	Sat 6th	3-6pm	Indoor – Peanut Scale	BSHS
	CP	Sun 14th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 21st	8-1pm	E36 State Champs (5 flights)	Coominya
	🏆	Sun 28th	8-1pm	HLG, TLG & CLG State Champs	Coominya
September		Sat 3rd	8-1pm	F1A & F1C Team Selection Trials	Dalby
		Sun 4th	8-1pm	F1B Team Selection Trials	Dalby
	🏆	Sun 11th	8-1pm	P30 State Champs (3 flights)	Coominya
		Sat 18th	3-6pm	Reserve Day	Coominya
	F	Sun 25th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
October	CP	Sun 2nd	7-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
	CP	Sun 16th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 23rd	7-1pm	Reserve Day	Coominya
	🏆	Sun 30th	7-1pm	Open Rubber State Champs (3 flights)	Coominya
November		Sun 6th&13th	7-1pm	Two Reserve Days	Coominya
	F	Sun 20th	7-1pm	Club **glider model** fun & testing day incl CLG & RC Gliders	Coominya
December	🛠	Sat 10th	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*"

2022 FREE FLIGHT CALENDAR

Ver 1 as at 26 October 2021

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