THE BFFS DIGEST

The magazine for those who love Free Flight

September 2026



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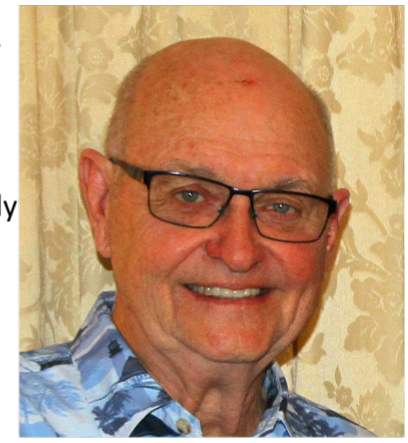


FRONT COVER:

Kiwi Paul Squires' magnificent rubber-powered Corben Super Ace in the process of winning the BFFS 2026 Scale State Championships

PRESIDENT: John Lewis
VICE PRESIDENT: Pieter de Visser
SECRETARY: Malcolm Campbell
TREASURER: Kathy Burford

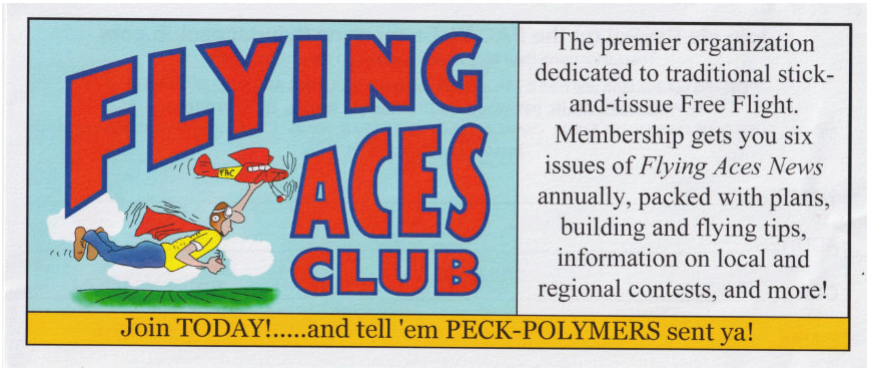
PRESIDENT'S REPORT



Seems we are getting more free flight friendly days in the second half of the year. The Indoor events went well this year and finished in early August with Peanut Scale. We gained two new members both participating in indoor events and showing some interest in trying some outdoor free flight. Very pleasing to see the return of Brian Taylor to outdoor free flight events as well recently. Old age and illness have reduced our numbers however we have a keen group that regularly attend both contest and trimming days. This year we had the largest number of outdoor scale entries for many years which was very pleasing to see.

We still have 5 contest days remaining so hopefully we will continue to get some nice calm days and then of course we have our annual Christmas party and prize giving day in December. Last year's Vintage Day (in memory of Col Somers) was very successful attracting a few vintage style RC assist models so that's another day to mark off on your calendar as a "must attend" day. Hope you enjoy our current newsletter Malcolm has produced for your reading pleasure.

John Lewis
BFFS President



https://www.facebook.com/groups/FlyingAcesClubGHQ/

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EMERGENCY LOCATION ADVICE - PHONE 000

BFFS Flying Field: Banool Road, Tarampa
GPS co-ordinates are:
27° 26' 74.7" South 152° 26' 28.2" East

REMEMBER
FIRST DUTY OF THE KEYMASTER ON FLYING DAYS:

Text Jesse 0417 077 781
"BFFS on the field"

SECRETARY/EDITOR'S REPORT



It was great getting a run of near perfect days for our competitions and trimming days these last few months. Winter didn't let us down and we had reasonable numbers in our events. Like many aging clubs the entry list is getting smaller but the desire to win remains strong. But these last few months have been encouraging.

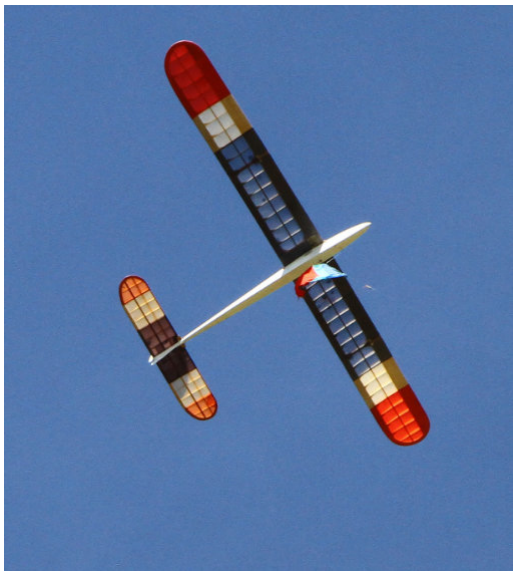
Our Scale event was popular this year, with Paul Squires from New Zealand leading the way and Brian Taylor making a welcome return, placing second, making it the largest Scale event for many years. The Bungee Boys showed us how this class may become popular - it even had Kathy thinking about it!

And Indoor is another category that is growing, so that's good.

I was successful in getting Allen Thomas into the MAAA Hall of Fame, but it was unfortunate to see "Trevor Thomas" on the plaque. The MAAA said they had to use his Given Name. I will soon be giving it to Allen's son, Lewis.

Malcolm Campbell



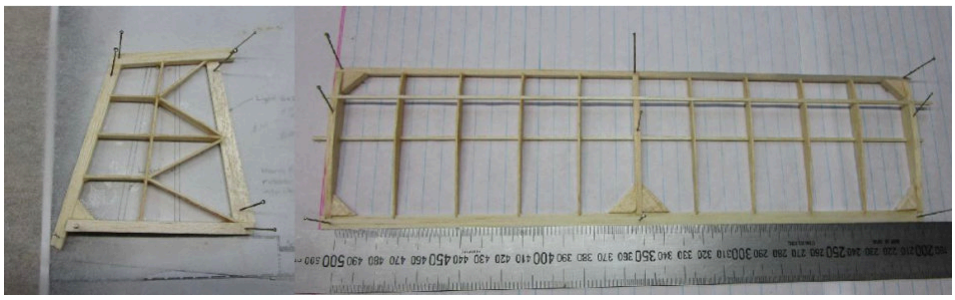


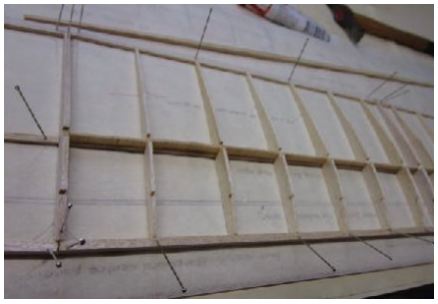
This photo brings back fond memories for me. It was at West Wyalong a few years back that I towed up the late Col Collyer's 9 ft vintage glider on a 100 m line, straight into a thermal.

It looked superb in the air but, after six minutes I asked Col what time he set the DT for. With a sly grin he replied "*I didn't*". What a character. He will be sorely missed.

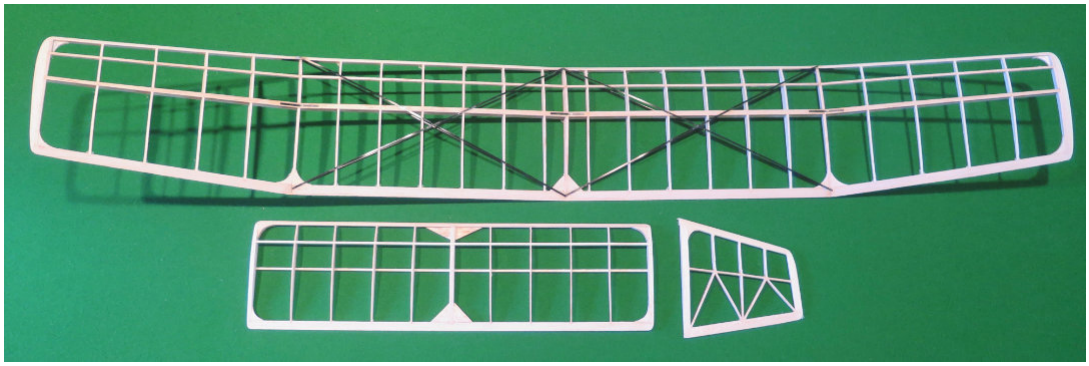
Construction Corner

John's has enjoyed success with the Dave Ackery deigned Rubicon for nearly 40 years. He has tried other designs and none have gone as well. So, wanting to try a longer slower climb John decided to build a new Rubicon with a longer thinner motor, an adaptation used by most interstate P30 flyers .

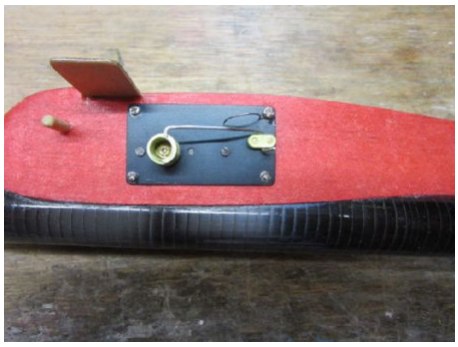


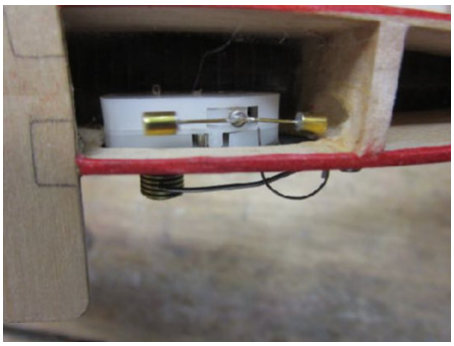


The tail plane and fin were standard construction and went together quickly. The wing is fairly straight forward and, having a slight under-camber, it was built on a form. Carbon diagonal cross bracing was used again, wing rigidity being more important than saving weight.



Flying surfaces sanded and ready for covering







A carbon motor tube was sourced from Mike Woodhouse. A more reliable mechanical timer was used in preference to the button timer on his original model. Both improvements added slightly to the weight. He kept with the reliable clutch style free wheeling prop assembly.



The red-dyed Mylar was donated by Mark Armour and certainly stands out in the sky and in the grass.

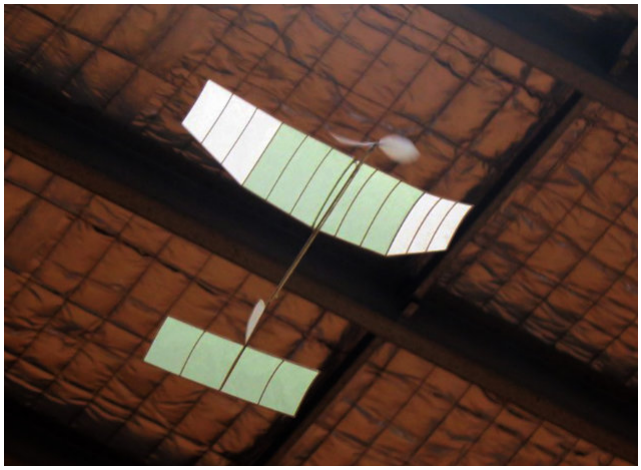
Early testing hasn't been all that inspiring as the model appears under-powered still it may just need more winds to get better initial height.

John Lewis

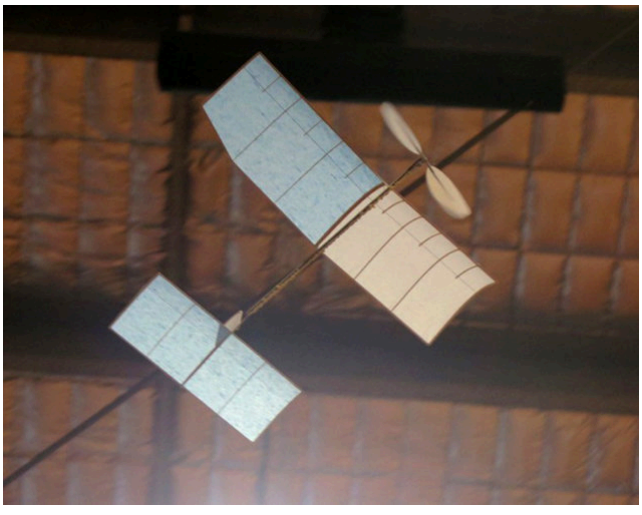


Another great day at the gym with 6 competitors and Brian Hill trimming his first attempt at a P18. Ashton took an early lead (153 seconds) and was just one second ahead of Brian Taylor on his first flight. Actually, that was his worst score for the day for Ashton as he continued to improve.

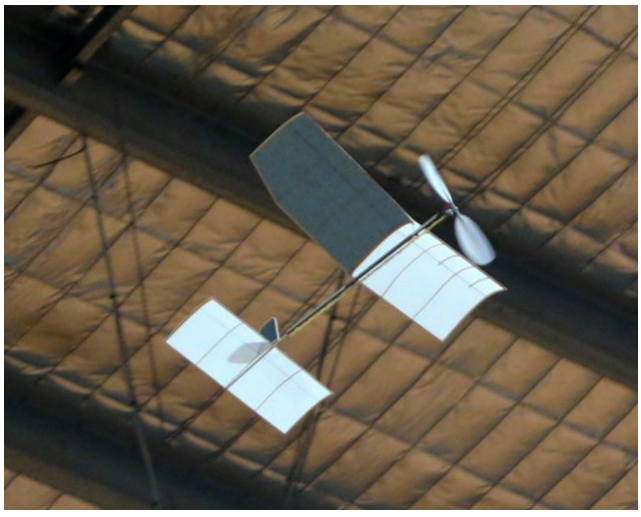
John had comfortably won the event for the last two years but couldn't get his models to perform as well on this occasion. Ben's flights were all good but failed to reach the ceiling till later in the day. Brian as usual had nice steady good scoring flights but could get into the leading group. After recording two reasonable scores Brian concentrated on trimming his Peanut model for next month's competition.



John Lewis



Ashton Lewis



Ben Lewis

Ron Munden had an early set back getting caught up in a basketball net and broke his best model retrieving it. His reserve model flew well but his scores weren't sufficient to get to a podium position. Likewise, Craig had a few issues with his first model then resorted to an interesting twin fin design. John managed one good score of just over three minutes but couldn't quite match Ashton's best times.

Ashton finished the day with three scores over three minutes. John was second with one score over three minutes leaving Ben in third spot. Regardless of the outcome it was great seeing these simple models reaching the ceiling with no need for the retrieval pole.



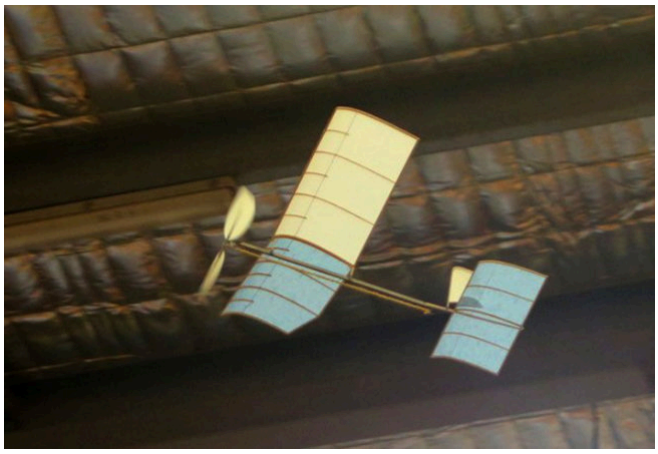
Ben Lewis and Ron Munden waiting their turns



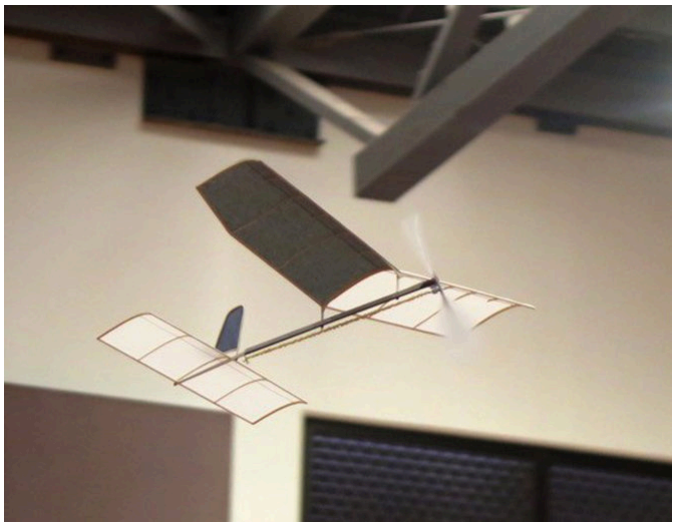
Brian Taylor



Craig Byrne



Ashton Lewis



Ben Lewis



John Lewis



Brian Taylor



Ben Lewis



Craig Byrne



John Lewis

P-18 RESULTS

Name	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Best of two
Ashton Lewis	153	181	**194**	**192**	157		386
John Lewis	130	**192**	153	127	**161**	107	353
Ben Lewis	87	135	141	**173**	**163**		336
Brian Taylor	**154**	**153**					305
Craig Byrne	**108**	**113**	99				221
Ron Munden	59	**59**	**91**				150



3. Ben Lewis 1. Ashton Lewis 2. John Lewis



Brian Taylor



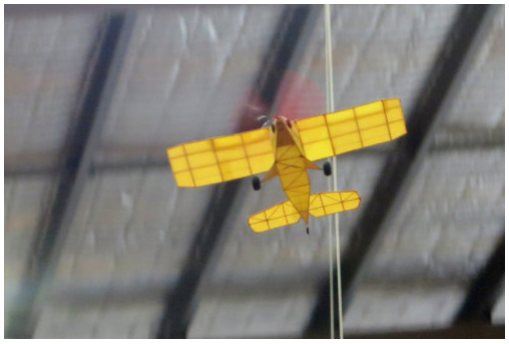
Looking good

INDOOR 2026
Peanut Scale
8 August 2026

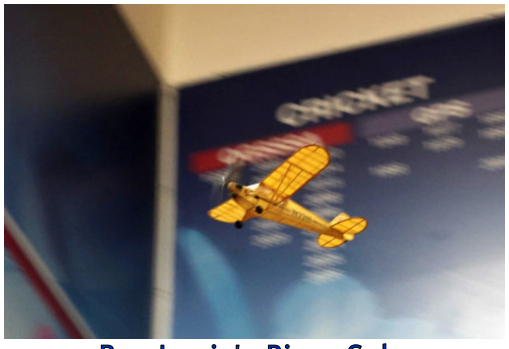


Brian's little 4.8 g DH.94 Moth Minor was designed in 1937

Report and photos by John Lewis



John Lewis's Fike



Ben Lewis's Piper Cub

Our last indoor event for the year got off to a late start at 4.30 pm to avoid a clash with a school basketball game. This made it hard for Larry to attend coming from Noosa but we still had good participation. Van was first there needing to leave at 6 pm and had his share of frustration getting his Lacey to fly and failed to record any flight times. New member Brian Hill had two nicely made peanut models but one wasn't flight ready and the other one was proving difficult to trim.

Craig had a newly finished Fike that also needed some encouragement to fly but he did manage a 45 second flight from a hand launch. Craig later got his Fike to rise off the floor but the combined flight time was much lower. Ben's Peanut Scale Piper Cub he made when he was 10 years old was severely damaged last year however the repairs appeared to have benefited the trim as the model now flys much better in tight circles.

John's Fike normally exceeds one minute but on this occasion choice of rubber size appeared to diminish the model's flight times. Brian Taylor's new peanut model suffered a broken propeller so he resorted to his well-trimmed Bristol Scout to easily win on the day.



Ben Lewis's Piper Cub skims along the floor



As usual it was a great friendly day with every one willing to lend a hand. Ian Hay was once again our official time keeper and assisted John who was trying to adjust his new camera settings.



Brian Taylor takes a happy snap



John Lewis's Fike drift overhead



Brian, Brian and Ben



WINNERS: 2. John 1. Brian 3. Craig

Peanut Scale Results

Name	Static Score	⅓ Best flight time + bonus	Total
Brian Taylor	38.5	36+20 = 56 (18.6)	57.1
John Lewis	27.2	55+20 = 75 (25)	52.2
Craig Byrne	31	45 (15)	46
Ben Lewis	27.5	35+20 = 55 (18.3)	45.8
Van Richard - Smith	28.1	-	28.1
Brian Hill	DNF		

SCALE STATE CHAMPIONSHIPS



12 July 2026

Report by John Lewis . Photos by Malcolm Campbell, John Lewis and Julie de Visser

The weather was just what the doctor ordered - very light winds and mainly blue skies providing excellent conditions for Free Flight scale this year. It was obvious that all the competing models had flown extensively before with everyone making superb flights. The rough surface meant no one was able to take off from the ground but all the initial climbs were slow and steady and apart from a lack of engine noise both the flying speed and stability were excellent in terms of realism.

In some cases, the descent and landing approach were a little steep but in the main it was hard to deduct points. This was probably the best we have seen in terms of scale flying in Queensland.

It was also a great day for an impromptu bungee launch 36” glider event as well as some P30 and catapult/tip launch glider trimming.

Julie made a birthday cake to celebrate both hers and John’s birthday. It was great to see Paul Squires from New Zealand competing as well as Brian Taylor who has been missing in action since the COVID outbreak.



Paul Squires' Nesmith Cougar



Pieter de Visser's Wittman Tailwind



Paul Squires and Brian Taylor



Malcolm Campbell and Paul Squires set up early



First away, Malcolm launches his Piper Cub



Paul Squires launches his Nesmith Cougar



Malcolm's 29 yo Piper Cub flew very well



Two shots of Paul's Corben Super Ace





The grass was wet for early retrieves



Nice action shot of Pieter's Wittman Tailwind



Paul and Pieter watch Brian Taylor's little Waterman Gosling



Pieter launches his Wittman Tailwind with Julie timing





Two photos of Brian's diminutive Waterman Gosling





Kiwi Paul flew two models, a Nesmith Cougar and the winning Corben Super Ace



Paul and Brian chatting



Pieter's Wittman Tailwind climbs out



The inside story on Paul's Corben Super Ace



Pieter on retrieval duty



Malcolm launches his venerable Piper Cub J3



RESULTS

Name	Aircraft	Static	Flying	Total
Paul Squires	Corben Super Ace	869.0	513.5	1382.5
Brian Taylor	Waterman Gosling	841.0	520.0	1361.0
Malcolm Campbell	Piper Cub J3	758.5	459.0	1217.5
Pieter de Visser	Wittman Tailwind	703.0	487.0	1190.0



Five entries made this the biggest scale days for a few years



Paul was a happy little Kiwi



Paul's Corben Super Ace



Brian watches his little Waterman as John Lewis times

Paul Squires also flew his Nesmith Cougar but didn't enter it in the event. Still, it was judged and returned the following scores.

Name	Aircraft	Static	Flying	Total
Paul Squires	Nesmith Cougar	858.0	501.0	1359.0



John Lewis flew a Mercury Swan



Pieter de Visser also flew a Swan



Keith Fisher flew a scaled down Kiel Kraft Caprice



John's Swan on the bungee



Pieter's Swan



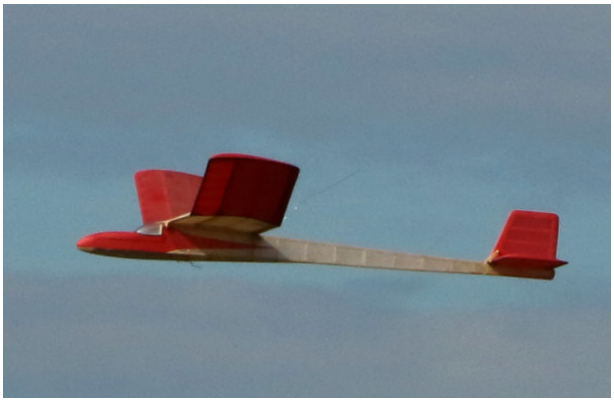
Keith's Caprice



Keith's Caprice being towed up



Pieter's Swan being towed up



John's Swan glides by



Keith's Caprice being towed up



Pieter launches his Swan with John and Paul watching



John launches his Swan



John's Swan releases at the top of the line



John and Julie's joint birthday cake.
Seven BFFS members have their birthdays in July!



John tested his new/old Rubicon, a model designed by New Zealander Dave Ackery

Trimming Day at Coominya

26 July 2026



Report and photos by Malcolm Campbell



Sea Eagle over Coominya

Sunday was an excellent day for trimming models, providing you chose models for a nearly dead calm day. Five flew models and Julie de Visser watched while Kathy Burford launched gliders.

Len Surtees, John Lewis and Keith Fisher came with TLGs and Len soon had a TLG training session under way, explaining how to get the best from their tip launch gliders. Keith put in a number of good launches and John improved during the morning. Len and Keith also sorted their CLGs. We were entertained by an immature White-bellied Sea Eagle that gracefully thermalled over the field. Keith is our resident bird expert.



Len's little $10 CLG



Len with his eager CLG students



Pieter's Y-Bar, being sorted for the August QDP event





Pieter de Visser had a boxful of little bungee launch gliders that came out later. He came to play with power, starting with an Elfin 149 powered Y-Bar that ran well at home but misbehaved at the field. He did get in one good flight that I saw. He also had an Irvine Mills in a Tomboy and a Cardinal, powered by an MP Jet 040. They both puttered nicely around the field.



Pieter made good use of the shade for his small fleet



Pieter's MP Jet powered Cardinal



Veron Cardinal

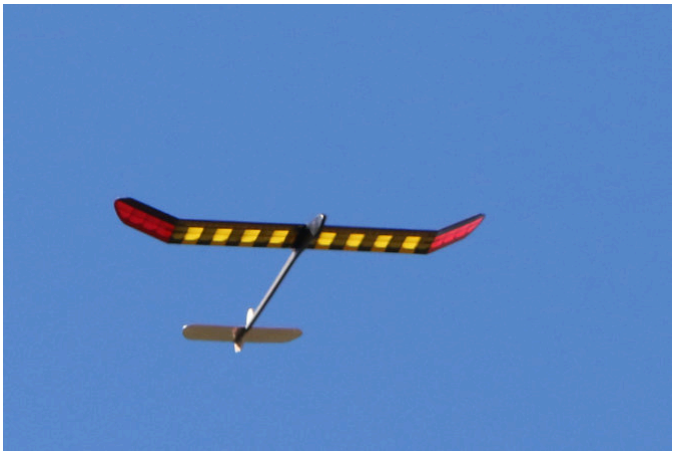


John's latest Rubicon P-30



Malcolm's Aiglet towed up nicely





John had recently completed a Rubicon P30 that showed promise in the flights I saw. Kathy had the fruit to keep us going so, along with Julie's home-cooked biscuits, everyone was happy.

Malcolm Campbell brought an Aiglet to test and it tested well, the three times he pulled it up. But his windy weather F1A wasn't the model to bring on a dead clam day, but he wanted to see how it was towing. He managed to pull it up several times but



Keith kept busy with his CLG and TLG models





Kathy spent a lot of time like this, waiting

couldn't unlatch. But it towed up straight which was what he wanted to see. Unfortunately, launcher Kathy sprained her ankle, slowing her down as the morning progressed. It will need some TLC for a while I think.





John made good progress with his new P-30

Len left the field early, on his way to the Gold Coast to buy a replacement van to replace his familiar green and white STING bus. The rest of us departed just after 11 am, ending a perfect morning for testing free flight models.



Pieter's pretty little Tomboy



The farm dog was friendly but inquisitive



There's now only 3 months left in our flying calendar

September	Sun 6th	8-1pm	HLG, TLG & CLG State Champs	Coominya
	Sun 13th	8-1pm	P30 State Champs (3 flights)	Coominya
	Sun 27th	8-1pm	F1J State Champs (5 flights)	Coominya
October	Sun 11th	8-1pm	100gm coupe and A1 Glider (each 3 flights)	Coominya
	Sun 25th	8-1pm	Fun Fly and trimming day	Coominya
November	Sun 1st	8-1pm	Reserve day	Coominya
	Sun 15th	8-1pm	Col's Vintage and RC assist Sports model Rally	Coominya
December	Sat 5th	12-4pm	Christmas Party and prize presentation	Kathy's place



Kathy on her way to winning the 2025 E-36 State Championships

Cobra motors can jam

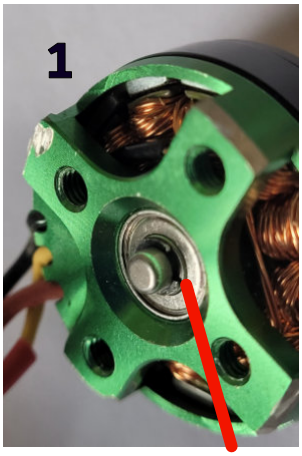
Kathy flies the oldest Joulebox in our E-36 fleet but it's a good one. Sadly, all good things can come to an end. At West Wyalong there were once many rocks that littered the field. Numerous working bees later, the rocks were all removed. But the soil still harbours tiny stones, and these are magnetic iron stones.

In April 2026, we drove to the field the day before the AFFS E-36 event to test our models. Kathy readied her Joulebox but the motor said No. Cobra motors can ingest stones if tiny enough and, when they do, the rotor stops spinning.

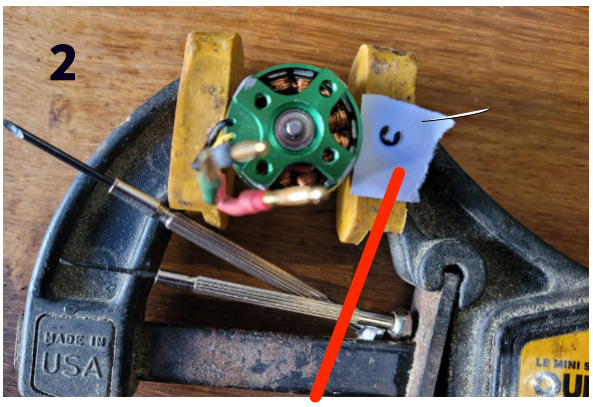
This happened causing Kathy to reach for her reserve model - and she went on to beat all the boys in the fly-off.

So, two weeks before our own State Champs, I decided to fix the jammed motor. Here's how I did it.

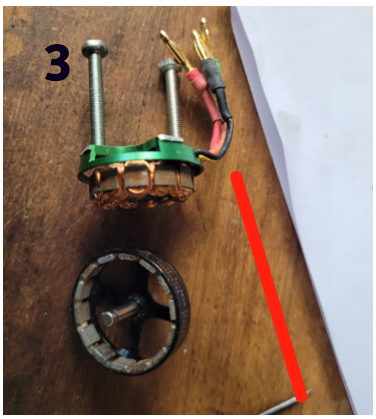
Malcolm Campbell



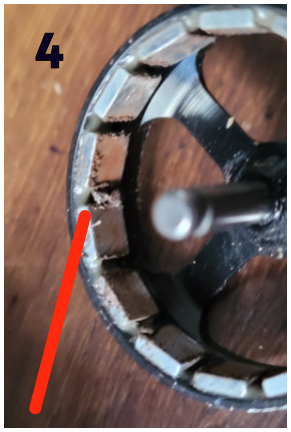
To pull the motor apart, one first has to remove a TINY 4 mm circlip, one that doesn't have the familiar holes, to expand it. It's hard to see, you need good light and patience.



I "MacGyvered" the removal process using a clamp and two small screwdrivers, in an area where I could see the circlip when it flew off. I was lucky - I saw it land!



I used two 3 mm bolts to act as a puller to separate the two parts of the motor. There's some resistance but they do separate easily.



Zoom in. The two dots between the bolts are 2 of the stones I removed.

Stones and fine magnetic dust can now be carefully removed. Take your time doing this to get rid of ALL debris as clearances in the motor are small. I finished with a metho wipe down.



Re-assemble the motor checking there is NO drag anywhere before putting the circlip back on. I had to do this several times to achieve this. Then it's back into the plane for a test run.



August is traditionally the windiest month with strong westerly winds. However, on this occasion we traveled through dense fog on the way to the field and enjoyed perfect winter conditions.

With two events scheduled John was keen to get started and flew his “Purple Haze” **Mini Powe**r design first. After a poor transition and an initial stall, the model landed just short of a max on his first flight. Adjusting his launch angle John managed better flight patterns for his next two flights but sub maxed his third flight with unhelpful air.

Pieter had problems trying to start his Cox-powered Mini Power model and failed to get it airborne. Graham was in attendance but I don’t think he had a Mini Power model with him.

BFFS Mini Power results

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	108	120	102	330
Pieter deVisser	DNF			



John Lewis's elderly Purple Haze



John launching Slytherin, his QDP model

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QDP had 3 entries with both Pieter and John on the start line together. Julie did a great job timing all John’s and Pieter’s flights. Pieter launched first with his famous “Y Bar” that had looked unbeatable in testing on the previous flying day. Unfortunately, the motor was down on power and stopped after 3 seconds resulting in a very short flight just above the attempt time. Pieter's second flight was very similar adding to Pieter’s frustration.

John’s “Slytherin” design (a scaled up modified Y bar) banked dangerously at first then settled into a tight spiral climb reaching



Malcolm watches the time on his Dixielander



Kathy times for Malcolm in the QDP event



Pieter launches his troublesome Y-Bar



good height to easily max. Pieter then got his motor to keep running (after it hesitated around the 3 second mark) to gain good height and score a well-deserved easy max. John made a slight adjustment to the rudder trim tab thus eliminating the initial dangerous bank to score an easy third max.

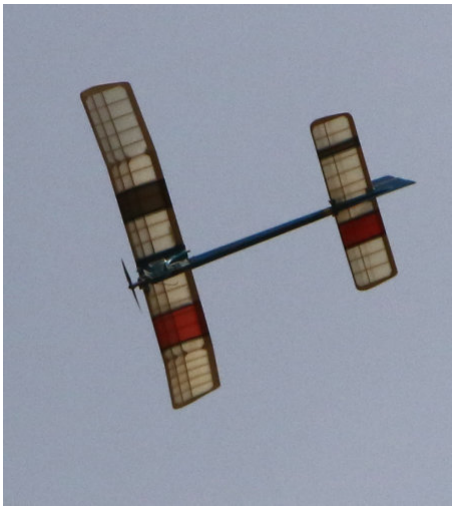
Malcolm had spent the early morning calm testing Kathy's E-36 that had motor repairs after stones jammed the motor. He was



Pieter had tank troubles with the Cardinal



John's Slytherin



Malcolm's Dixielander



Pieter's Y-Bar

very pleased with the pattern, considering he guessed the correct side and down thrust. See the article elsewhere in this Digest. He also was trimming hos P-30 and taking all the early flight photos, so he was kept busy. So he didn't walk out to the line with his old reliable "Dixielander" until just after Pieter and John had finished their flights. Malcolm's first transition didn't go to plan, launched with insufficient bank. The model climbed very steeply, transitioning into a stall that progressively got worse, resulting in a low score. Malcolm's second flight was convincing producing a deserving max. Malcolm's final launch was made just as the wind shifted. Trying to compensate, he pushed it too fr right, the model climbing in an awkward pattern, and then the stalled all the way down – for another sub-max.

Pieter decided to fly his Veron Cardinal sports model but his day didn't improve with the fuel tank falling off the Mills engine!

Graham had a QDP model but it wasn't flyable as e didn't bring the tail plane. However, he did manage some E36 testing. Len had a good morning testing a range of gliders and showing off his latest camper van. Apart from the contests it was a great day for flying Free Flight models with minimal drift and a pleasant temperature.



Graham no tail!



Photographer Kathy



Malcolm's E-36

QDP

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	120	120	120	360
Malcolm Campbell	51	120	79	250
Pieter deVisser	25	23	120	168
Graham Maynard	DNF			



Everyone's a winner! 2. Malcolm 1. John 3. Pieter

E-36 State Championships
Coominya 23 August 2026

Report by Malcolm Campbell and John Lewis. Photos by Malcolm Campbell, John Lewis and Julie de Visser



Malcolm Campbell launches Joulebox III



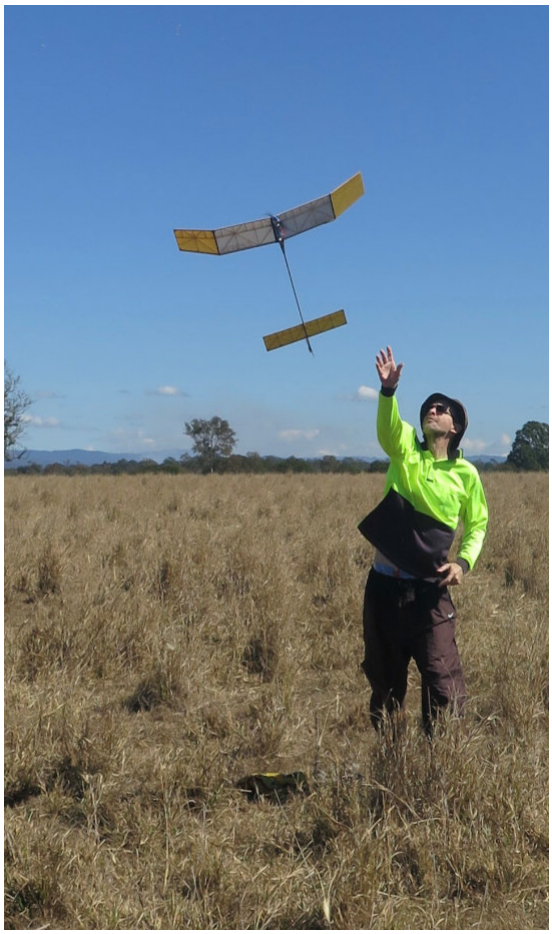
John Lewis launches Purple Haze

We drove through some fog on the way to the field and this cleared to an almost cloudless sky. What a perfect day for the E-36 State Championships. John and Ben Lewis were already setting up and Len was flying his TLG when we arrived. There was negligible breeze. Peter and Julie de Visser arrived soon after and Brian Taylor was last to park his vehicle.

Ben and John put in some early trimming flights. John's looked good but Ben had CG issues, moving the balance back on his carbon front model. The model also seemed down on power. Malcolm did a test flight a little later on, and he was lucky. He had a DT failure after a sticky stab caused the model glide in, after a superb flight of perhaps 3 minutes. He also flew the day with no battery in the tracker – he checked the RDT but this tracker error slipped through! Brian Taylor DNF'ed the day after damaging his model in practice. It had been quite a few years since he'd flown E-36.

Pieter tested his 1/2A power model and it behaved so much better than the competition day. Len Surtees enjoyed the morning with his TLG and CLG models behaving well, but giving Julie some retrieval practice, for which Len was very thankful.

John and Ben flew earlier than Kathy and Malcolm and their flights looked good, although some were short. Ben had a pretty awful



Ben Lewis launches his Super Pearl 222

day, with CG issues and battery issues. A trim tab added on a test flight to address spiraling under power progressed to a loop in his next flight that hit hard doing substantial damage. He then reverted to his older Super Pearl 222.

John's Purple Haze model looked good on a test flight and produced two easy maxes on his first two flights but then bad transitions and poor air produced two sub maxes. John's last flight found better air and maxed. Finding a 20° bend in the prop shaft after the final flight was a surprise that he addressed when he got home.

Kathy's day was up and down – her launch was giving her trouble – so uncharacteristic of her. She said that she had the yips, something that would happen to her in putting when she played golf. Her fourth flight was classic Kathy – a good launch, into a thermal and good height. She landed close to Malcolm's flight so both models were retrieved together. Julie de Visser was a great help to both Kathy and Malcolm with their retrieves. Kathy's fifth flight was launched with very little bank, looping over and crashing comprehensively, before the RDT could be pressed. A shattered pylon, a broken stab and damaged outboard wing panels, giving Malcolm a fair bit of



Malcolm launches his ill-fated Hot Ticket

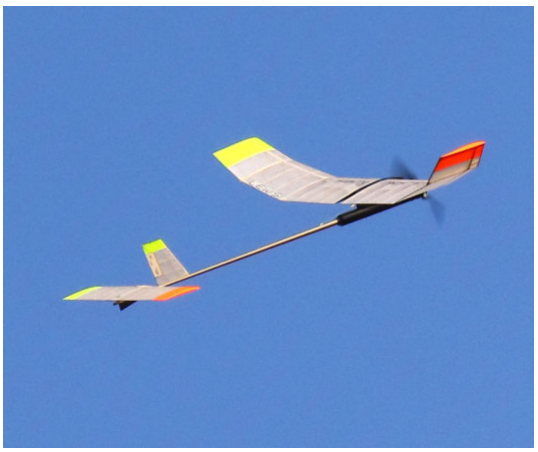


Kathy Burford launches her Joulebox III

repair work for when he got home. Malcolm offered Kathy his model to refly the fifth flight but her launch was way off with the RDT saving her on this occasion and effectively removing her from the places.

Malcolm had planned to fly his Hot Ticket but the model went up well in his first flight but looped over onto its back and ploughed in heavily with substantial damage to the fuse, breaking off the nose and splitting the boom before he could DT it. He reached for his spare and recorded a convincing max. His second flight DT'ed at 4 metres but all remaining flights were high to very high on DT. He had maxed out for a well-deserved win.

..... *Results on the next page*



Ben's ill-fated Nu Skool E-36



John's Purple Haze



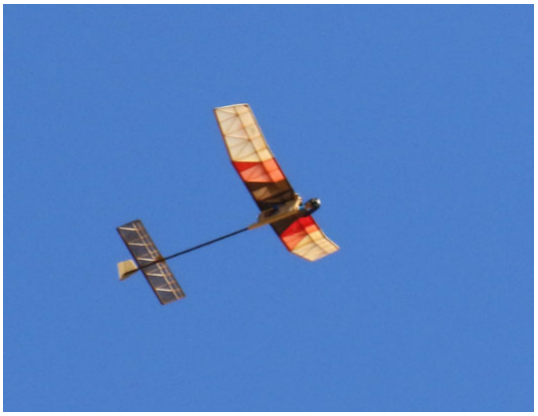
Kathy's Joulebox III



Ben launches his Nu Skool E-36



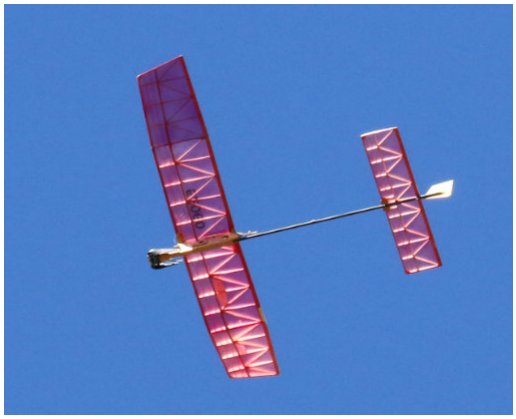
Ben and John greet Brian Taylor back to the field



Kathy's Joulebox gliding by



A good launch by Kathy



Malcolm's Joulebox



John's Purple Haze

E-36 is Fun, for Everyone!



Ben's old Pearl 222

E-36 RESULTS

Name	Fl.1	Fl.2	Fl.3	Fl.4	Fl.5	Total
Malcolm Campbell	120	120	120	120	120	600
John Lewis	120	120	87	90	120	537
Ben Lewis	65	120	58	120	63	426
Kathy Burford	75	102	70	120	9	376



Pieter tames his 1/2A



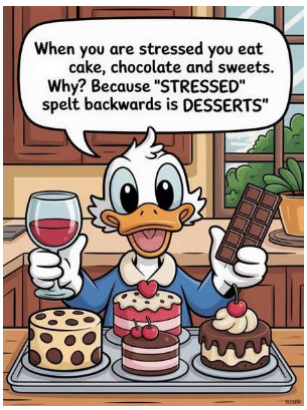
The Winners: 2. John Lewis 1. Malcolm Campbell 3. Ben Lewis

JOKES

I never thought I'd be the kind of person who'd wake up early in the morning to exercise ...

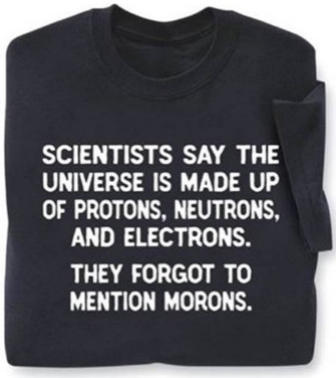
And I was right.





A truck loaded with Vicks vapor rub overturned on the highway.

Amazingly, there was no congestion for eight hours.



It's a good day. The bulb finally burned out on my check engine light.

I've just renamed my wifi network to "Police Surveillance Van #02". That should keep the neighbors on their toes for a while



I like to make lists.

I also like to leave them laying on the kitchen counter and then guess what's on the list while at the store.

Fun game.

Back in my day the only time we started panic buying was when the bartender yelled "last call" 😂

I NEVER CALLED YOU STUPID, BUT WHEN I ASKED YOU TO SPELL "ORANGE" AND YOU ASKED ME THE FRUIT OR COLOR IT KINDA CAUGHT ME OFF GUARD.



BRISBANE FREE FLIGHT SOCIETY

2026 Flying Calendar

Month	Date	Start	Events	Location
February	Sat 21st	12-4pm	Bar-B-Que lunch & General Meeting	John's place
March	Sat 7th	3-6 pm	**Indoor** – Delta Dart	BSHS
	~~Sun 8th~~	~~8-12pm~~	~~Club Day 2 min class models/trimming~~	POSTPONED
	Sun 22nd	8-2pm	~~F1H State Champs (5 flights) and E36 club event (3 flights)~~	POSTPONED
April	Sat 11th	3-6pm	**Indoor** - EZB	BSHS
	Sun 5th	8-12pm	Club Day 2 min class models/trimming	Coominya
	Sun 12th	8-12pm	F1H State Champs (5 flights) and E36 club event (3 flights)	Coominya
	Sun 26th	8-12pm	Trimming / Reserve Day	Coominya
	Sun 26th to	3rd May	AFFS State Champs & Southern Cross Cup Narrandera and W-	Wyalong
May	Sun 3rd	8-12pm	F1G State Champs (5 flights)	Coominya
	Sat 9th	3-6pm	**Indoor** - HLG/CLG	BSHS
	Sun 24th	8-12pm	Trimming / Reserve Day	Coominya
	Sat 30th	8-1pm	Reserve F1A	Dalby
	Sun 31st	8-1pm	Reserve F1B	Dalby
June	Sun 7th	8-12pm	F1G State Champs (5 flights)	Coominya
	Sat 13th	3-6pm	**Indoor** - Hangar Rat	BSHS
	Sun 14th	8-1pm	Club Fun Day including P20 and ½ hour Walking Scramble	Coominya
	Sat 27th	12-4pm	Bar-B-Que and AGM	John's place
July	Sat 4th	3-6pm	**Indoor** - P18	BSHS
	Sun 12th	8-1pm	Scale State Champs and testing	Coominya
	Sun 26th	8-1pm	Fun Fly and testing day including E36	Coominya
August	Sun 8th	3-6pm	**Indoor** – Peanut Scale	BSHS
	Sun 9th	8-1pm	Mini Power and QDP (each 3 flights)	Coominya
	Sun 23rd	8-1pm	E36 State Champs (5 flights)	Coominya
September	Sun 6th	8-1pm	HLG, TLG & CLG State Champs	Coominya
	Sun 13th	8-1pm	P30 State Champs (3 flights)	Coominya
	Sun 27th	8-1pm	F1J State Champs (5 flights)	Coominya
October	Sun 11th	8-1pm	100gm coupe and A1 Glider (each 3 flights)	Coominya
	Sun 25th	8-1pm	Fun Fly and trimming day	Coominya
November	Sun 1st	8-1pm	Reserve day	Coominya
	Sun 15th	8-1pm	Col's Vintage and RC assist Sports model Rally	Coominya
December	Sat 5th	12-4pm	Christmas Party and prize presentation	Kathy's place

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

2026 FREE FLIGHT CALENDAR

Ver 5 as at 24 August 2026

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