

The magazine for all those who love Free Flight

THE BFFS DIGEST

December 2022

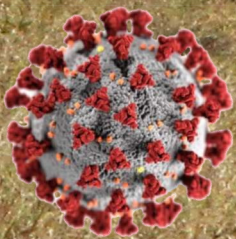
Merry
Christmas



In this issue:

- ★ P30 State Champs
- ★ HLG, CLG & TLG St Champs
- ★ Club Trimming Day
- ★ 100 g Coupe & A1 club day
- ★ Glider Trimming Day
- ★ BFFS Christmas Party
- ★ New 2023 Flying Calendar

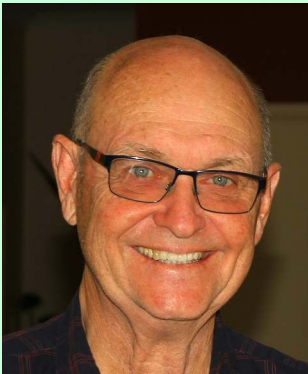
It's still there, so please take care!



COVER PAGE:

Kathy Burford waiting for the next thermal in the P30 State Champs. Mental note for Malcolm: "Give me better rubber next year!" In the background, you can see water covering what was normally grazing pasture. Thankfully, two months later this has all but dried up. With heavier than normal rains predicted for Summer, this areas may again be inundated.

PRESIDENT'S REPORT



Needless to say its been a challenging year for Free Flight. We have struggled with Covid for the last couple of years and when that threat seemed to be subsiding we were faced with flooding. The grass on our regular club field at Coominya thrived with the wet conditions and soon became 2 -3 foot in height. Our access to the field was also reduced with a drainage ditch created on the right side of the paddock as we enter.

We managed to hold a couple of two minute classes on our regular site but as we came into summer the wet had introduced a new threat with numerous brown snake sightings. This made walking through long grass very hazardous. Conditions

at Dalby were also affected by the effects of constant rain making the harvesting of crops difficult with the soft black soil. Consequently, we were unable to conduct our F1A and F1B events. Fortunately, Tony the pig farmer, has allowed us to use his paddock adjacent to Jessie's land which is both higher and covered in short grass. This is an ideal flying site for testing and trimming and allowed us to fly the smaller classes such as HLG,CLG,TLG and P30 (with a 90 second max).

Hopefully, Jessie will be able to get his tractor repaired and harvest the grass on his paddock in the near future. Looking at next year's planned events it will depend on the availability of suitable flying sites and weather for the higher performing models however we should be able to fly smaller classes perhaps with some restrictions. It will very much be a case of making the best of our opportunities that are available.

The word on the street suggests we might see the return of Brian Taylor next year both at indoor and outdoor events. With our ageing membership and a couple of newer members

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learning about Free Flight, the flying of smaller simpler models with a lower performance may be beneficial in the short term.

Flying will commence early in the new year. I would like to wish all our members and families an enjoyable Christmas and look forward to seeing you in the new Year.

John Lewis



Jessie lives here now, close to the field. Note the receding water.

EMERGENCY LOCATION ADVICE – phone 000
BFFS Flying Field Coominya
GPS coordinates of the gate 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'S REPORT

It's been a rough few years for sport, particularly outdoor sport. We've been hammered by COVID and rain events. We've had lock downs where we couldn't leave our locality and lockouts (from our field), when the crops and/or floods made flying impossible. And we've had limited competition on our substitute field but some enjoyable testing days.

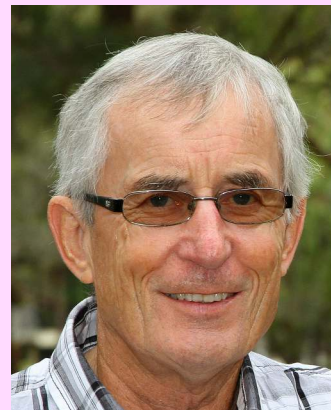
Road repairs seem to be taking forever on Watson's Road so we have to be careful near the intersection with the Coominya - Esk connection road. I'm amazed the damaged section wasn't signposted - I'd hate to encounter it at night. At least it's now graded.

We've put more variety into the 2023 Flying Calendar to cater for all needs, so

we hope to see more on the field enjoying what they like doing next year.

I was hopeful of getting the Queensland State Champs for F1A, B and C plus a special Team Selection Trial run at Dalby but finally pulled the pin on running it. Four postponements were enough - it was cancelled mid-October. The farmland surrounding the DMAC flying field has been waterlogged since May, and crops are rotting as the farmers can't work the sodden field. We are just collateral damage but there were some people who really wanted to see Dalby happen. Let's hope next year is more reliable for our competitions.

And finally, I'd like to take this opportunity to wish you all a Merry Christmas and a Happy New Year. May peace be returned to the Ukraine to



enable this war-ravaged country to rebuild what has been destroyed. Let's hope other countries with grandiose thoughts of expanding their boundaries think first of their people and what they really want.

*Cheers,
Malcolm Campbell*

Thanks for the BFFS - it's always an interesting read. I don't know that I qualified as UK's oldest F1H flier but maybe the oldest to go abroad to do it. Thanks to osteoarthritis knocking out one knee I think I'm now an ex F1H flier but I doubt I'm the oldest of those.

I've flown P30 this year and surprisingly have won 3 of the 4 comps entered - I was the only entry in one of them. It has been possible only because of help of friends who have done all my retrieving for me. Thanks to John, Ken, Roger and sadly departed Dave for their efforts.

The only glider I've flown was a classic Aiglet in Stuart Darmon's postal competition. The weather was so calm that I could hardly tow it up, and Ken was as bad, but thanks to John Williams we won the team event. Does that make us World champions?

I doubt that I'll ever get to Lost Hills again but hope that I can get to Moncontour next year even if not flying models.

Best wishes to you & Kathy,

Brian Lavis, UK

LETTERS TO THE EDITOR:



Very Good Malcolm,

Amazing you could produce such a good newsletter with so little happening.

I guess having 3 indoor days helped with the competition events.

I was most impressed to hear we have the oldest dude in Australia still jumping fences (well sliding under or through them) and regularly going on long retrieves.

Dessy you are a legend! No need to forget to set the DT to walk the extra mile - you are still winning just doing normal retrieves. A great front cover, both the colours and the subject. I think it's the best cover I can remember and very appropriate showing Des in action.

Cheerio John Lewis

Malcolm, thank you for the magazine for all those that love free flight. As always: informative, educational, funny and joyful to read. Very good video about Deadly Dust.

Last February Robert Lesko from Croatia got Valley Fever but doctors are not aware of that kind of fever in CRO so he helped doctor's to diagnose it!

I am waiting (any day now) to get my first flapper from Anton Gorskiy. My friend, a young modeller who believes only in flappers stated that: *"It doesn't matter how long you've been in FF if you did not have and fly a flapper you can't call yourself a serious F1A flier!"* Ha ha, those kids can really make me laugh!

What is your new E-36 design? Please say hi to Kathy.

Enes Percenkovic USA

Malcolm, thank you very much for latest copy of BFFS digest. It was a pleasure to read.

James Parry (Stick & Tissue)

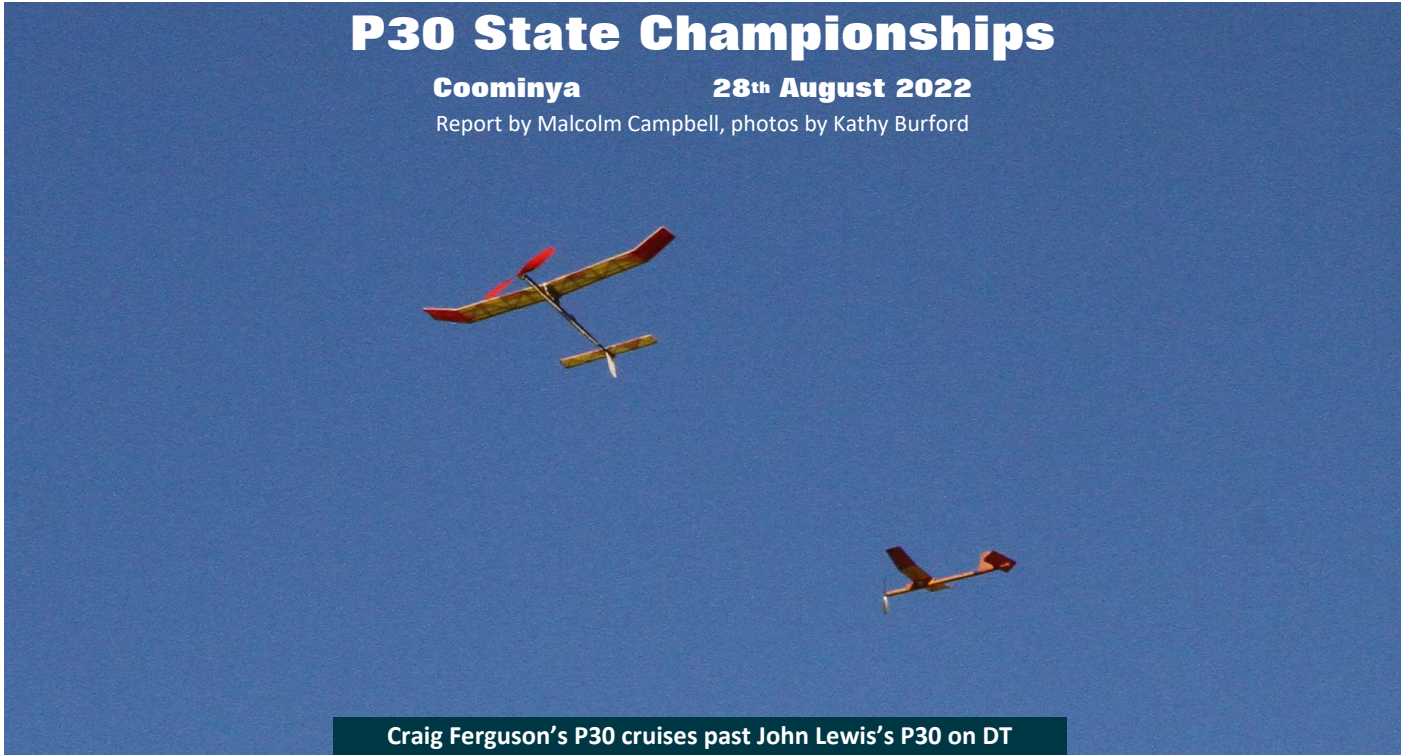
Very good read Malcolm, and thanks for the plug.
Len Surtees

P30 State Championships

Coominya

28th August 2022

Report by Malcolm Campbell, photos by Kathy Burford



Craig Ferguson's P30 cruises past John Lewis's P30 on DT

Predictions were light winds early, picking up mid-morning and predominantly south-east. It was decided during a group discussion at the gates to the new field that we would fly from that field and migrate to our old field if the winds became a problem. It was also agreed on the field that we'd fly to a 90 sec max. So, we set up in the middle and prepared our P30s.

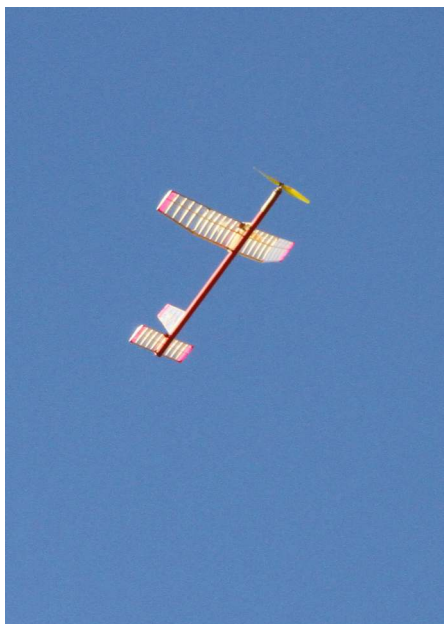
Malcolm Campbell wasted no time in getting his flights off early, after a preliminary test flight. He saw John Lewis do this with great effect at last Sunday's E36 competition! Malcolm launched his model into good air,

climbing briskly to a very decent height. He was thankful for his wing DT because it cut drift significantly, and it was down in 3 min 15 sec, and still inside the field. Setting an early DT on his next flight he wasn't as high and was down in 2 minutes. The final flight got good air and he was across the road when the DT brought it down quickly so two fences were scrambled under to get to the model then he returned to the flight line to get Kathy Burford's model airborne.

Both Craig Ferguson and John tested their models before putting in their timed flights. John's old Rubicon flew very consistently in all flights and

maxed out, with two of his flights taken by the wind and across the road landing in the adjoining farm property. Craig didn't get the height but his flights were also consistent. After all, this was his first ever BFFS competition.

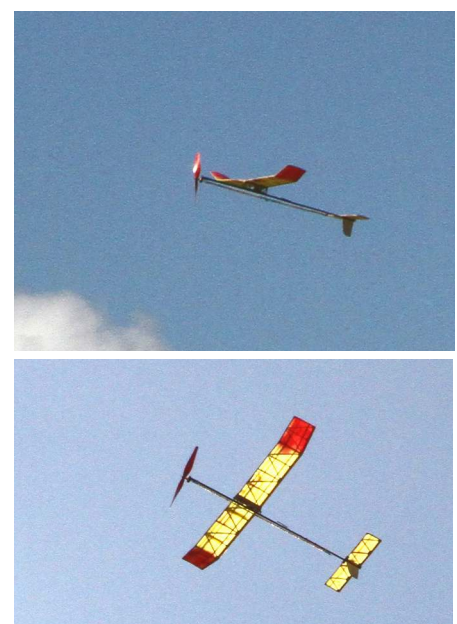
Kathy's Rubicon (John, Malcolm and Kathy all flew the David Ackery designed Rubicon) stalled in the test flight so, with a little lead in the nose, it put in a good first flight, until it DT'ed early. New rubber for the remaining two flights didn't work, although Malcolm thought it wasn't wound hard enough. The final flight cruised around just above head



Malcolm Campbell's Rubicon in lift



John's Rubicon was the oldest model



Two photos of Craig's stick fuse P30

height, occasionally climbing, but generally going nowhere.

Des Slattery had a variety of rubber motors to choose from and he went about breaking the ones he didn't want to use. His model was still coming on to trim in his last flight but he had fun and that was all he intended to do on the day. John and Malcolm both maxed out and it was

agreed that Malcolm's first flight time was enough to make him the winner. Maybe next year we have a high time or a longer max for the first flight?

Len Surtees entertained us with his swept-wing aluminium-foiled TLG and he got some great height in his dynamic launches, and the glide improved as the day progressed. With the wind increasing Malcolm

decided to leave his E36 and CLGs in the car, to test on another day. We closed the gates by 11 am and the BFFS had added another completed event to its outdoor tally. Let's hope that we can get the rest of the calendar completed and some postponed events re-introduced over the next three months.



John Lewis



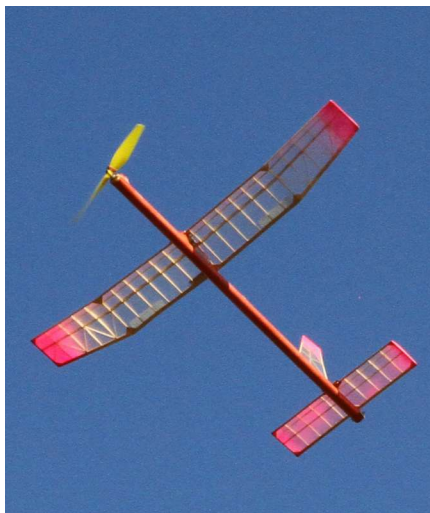
Kathy Burford



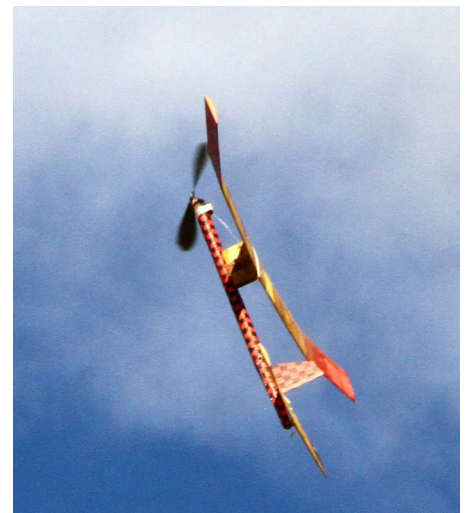
Des Slattery



Malcolm Campbell's Rubicon



Kathy Burford's Rubicon



Des Slattery's Blue Fin



Craig Ferguson's Stick figure P30



Two launch photos of Len Surtees



One of Mark's coupes

P30 RESULTS

Name	1	2	3	HighTime	Total
Malcolm Campbell	90	90	90	193	270
John Lewis	90	90	90	123	270
Craig Ferguson	90	67	90		247
Kathy Burford	78	77	63		218
Des Slattery	43	47	57		147

HLG, CLG and TLG State Championships

Coominya 11th September 2022

Report by Malcolm Campbell, photos by John Lewis and Malcolm Campbell



Len Surtees looked the goods right from the start. He finished with three wins.

CLG: Len Surtees and Mark Armour were on the field at least an hour before John Lewis, Kathy Burford and Malcolm Campbell arrived. So, we

expected Len would be the one to beat. With winds WSW, we flew from the lower right-hand side of our new paddock and it worked fine for winds

that varied between 2 and 4 m/s, with some calmer spells. John was still trimming his Neo CLG when Len, Malcolm and Kathy started to put up flights.

It was obvious that Len would be the guy to beat when he started flying – his launch heights were far higher than the rest of us although his flight times were not so good. Last year, Len opened convincingly with two maxes and John's model flew away for a couple of months.

John's early flights were disappointing, considering how well his test flights went, and Kathy was flying better than last year. After three flights, Malcolm was leading the group. Len asserted his authority with a max and a 57. Malcolm had two flights remaining and a target of 56 secs to win – but it didn't happen. John's flights picked up with mid-30 times and then he put in his final flight, 60.4 secs to slip into third place.

Len's model flew the furthest and highest for a deserved win.

TLG: Len cruised to victory in tip launch, with some powerhouse launches and a big max in his first flight. His model flew for two minutes, over the crest and into the next paddock. After a second flight, he sat back to watch John and Malcolm playing. Neither got much height off their launches but their models (a Morris Dancer and a Sweep 30) had good glides. Malcolm caught good air with his second launch with the model heading for a certain max only to spin in from 30

feet. This seemed to be a problem we all encountered on the day – maybe it’s the Bermuda Triangle of the top paddock? That one flight put Malcolm into second place with Len coming back into the box for one token flight to firmly lock out any challenges.

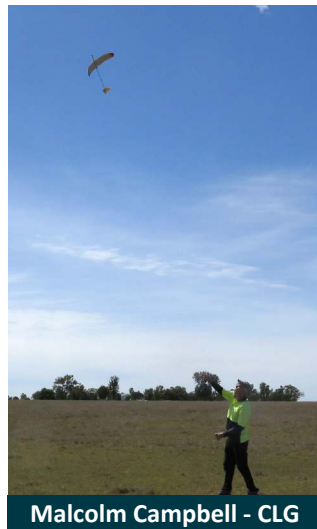
HLG: John and Len had real HLGs to fly so Malcolm joined in with his TLG, launching it as a HLG. He found that difficult but persisted. Len once again had launch height and his first flight was miles ahead of his opponents. He could relax, while John

struggled to find form and Malcolm put in a number of single digit scores.

So ended a very enjoyable day. The paddock was good although the air at times was challenging.



Len Surtees - CLG



Malcolm Campbell - CLG



John Lewis - HLG



Next year for Kathy Burford



CLG Winners: 2. Malcolm 1. Len 3. John

CLG SCORES

Name	1	2	3	4	5	6	Total
Len Surtees	32	34	33	60	57	31	151
Malcolm Campbell	36	47	23	49	38	32	134
John Lewis	5	4	37	36	17	60	133
Kathy Burford	33	24	24	23	40	32	105



TLG Winners: 2. Malcolm 1. Len 3. John

TLG SCORES

Name	1	2	3	4	5	6	Total
Len Surtees	60	29	12				101
Malcolm Campbell	17	56	25	10	16	13	98
John Lewis	14	23	11	16	22	24	69



HLG Winners: 2. John 1. Len 3. Malcolm

HLG SCORES

Name	1	2	3	4	5	6	Total
Len Surtees	47	18	8	17			82
John Lewis	4	4	18	21	13	20	59
Malcolm Campbell	3	3	4	13	2	7	24

Club Trimming, Limited RC and Sports Day

Coominya

25th September 2022

Report and photos by Malcolm Campbell, with help from Kathy



Malcolm launching his Hot Ticket E36

Graham Maynard, Kathy Burford, Malcolm Campbell, Larry Brownlow, Des Slattery and his son Peter turned up as Mark Armour was finishing the dawn shift. So we had seven on the field on a beautiful Spring day. Predicted wind speed and direction were spot on at 2 – 3 m/sec and SW to WSW, so we set up down low, to the right of the gate.

I put my little Aiglet A1 up three or four times and had three flights of my Pink Elephant and that made Dessy happy. I like to give that model an annual outing and, as it's now 22 years old, I plan to recover it again in Polyspan. I also spent time trimming one of Kathy's CLGs and have decided

she needs a new model for 2023. Trimming days are so useful because it prepares models and equipment for competition.

My big thrill came from three flights of my Hot Ticket E36. It scorched straight up only executing a tight 360° anti-clockwise turn only in the last second of the ten second climb. Glide and transition were good. I was very happy, but there's more to go.

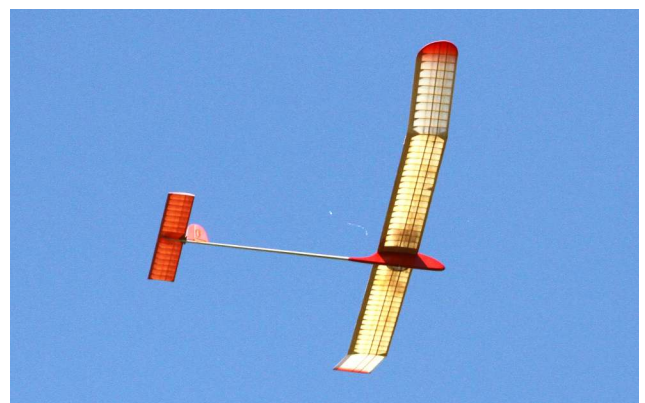
Graham's days started well, with Country Boy and Satellite power models assembled early. Glide tests were done over lulls in the breeze with the Country Boy ready to go and the Satellite going back to the workshop to remove washin on the

right panel. So then Graham set about running up his motors. They wouldn't fire. First elimination was a bad Nelson glow plug and then the another problem was discovered. The extension plug lead had a break in it, so no current was getting through. With no models to fly, Graham elected to sit back and watch proceedings.

Des was our standout for drama. He brought along a lovely new Ebenezer called a Zilly-Enezer (Aeromodeller plan). It was beautifully built and a true copy of the original's scheme. He was so proud of how he reversed his photo image so he had the pilot on both sides of the model. Des being



Malcolm's Aiglet A1 with kite escort



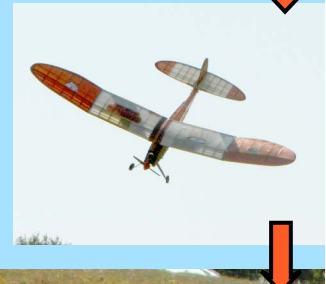
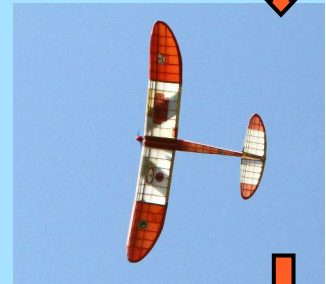
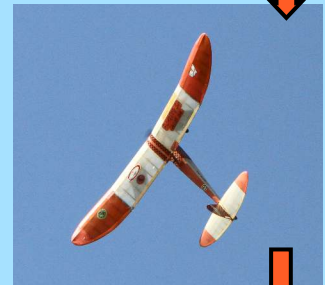
Malcolm's Pink Elephant on its annual outing



Des and Peter struggle



... and Des manages a launch, but Oh No



Des had an oversize motor in it that he planned to run at low revs. Unfortunately, there was insufficient thrust to pull the model forward and it slumped left into the ground, snapping the fuselage. I had a few photos but lost them when I formatted the

Undeterred, Des set up his free flight Playboy with the big McCoy motor. It was a handful in the breeze and he needed son Peter to help keep it into the wind. The model was launched well but it decided to climb left, and we all know what that does to power models. I caught the sequence of events including the "forced landing" – two models now in the Caddy for repairs.



Des's model looked just like this one

To take his mind off what lay damaged in the Caddy, Des joined son Peter in some aerial work with their two park flyers. They got close to each other at times but never touched. Peter revelled in the breeze, doing consecutive tight loops. Both models bounced around gaily in the breezy conditions. Now Des had more dramas, but I'll digress and first tell you what Larry was up to.

card! I used a photo from Aeromodeller. Des's model looked identical - he had done a very good job.

Larry Brownlow had several RC models that looked smart and flew well. His 63 inch Cleveland Viking flew very well but he had to be on guard during his ROGs for wind



Des and Peter with their park flyers



Down for a hard landing



Larry's Cleveland Viking was unsettled during ROG



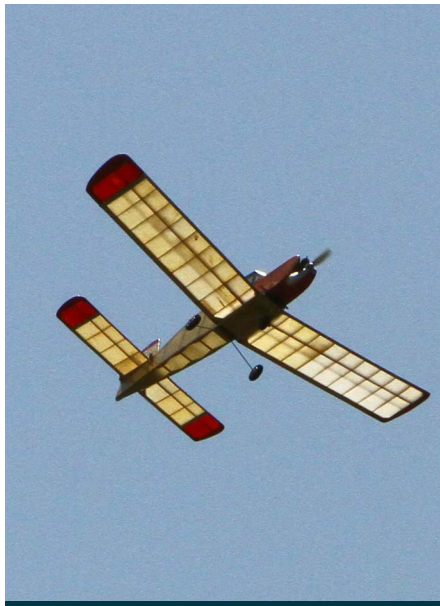
The Viking flew well



Larry had a good day



Larry's Ridge Rat had problems



And away goes Des's Linnett



Larry's Keil Kraft Mini Super



The Slattery park flyers



An electric Cox!



Des's park flyer



The park flyer flyers

gusts that tried to hurl it back to the pilot! His 48 inch Keil Kraft Mini Super was more sedate and I was looking forward to seeing his 50 inch Ridge Rat fly, but he had trouble with a servo. The model looks like it has potential. With constant chord wing it looks more like a control line model!

Des had another trick up his sleeve to show his son – the BMK RDT he had installed in the Linnett. Filling the tank (as he always does), the little model climbed cheerfully away into the blue sky and then we heard what we didn't want to hear; "Oh no! I didn't turn the RDT on!". Of course, the Linnett was well trimmed and it was soon above the distant trees at the top of the field. Peter took off after it and it looked like it was coming down. But it didn't and it was found at the top of the field, in the top of the tallest tree, a magpie standing guard over it.

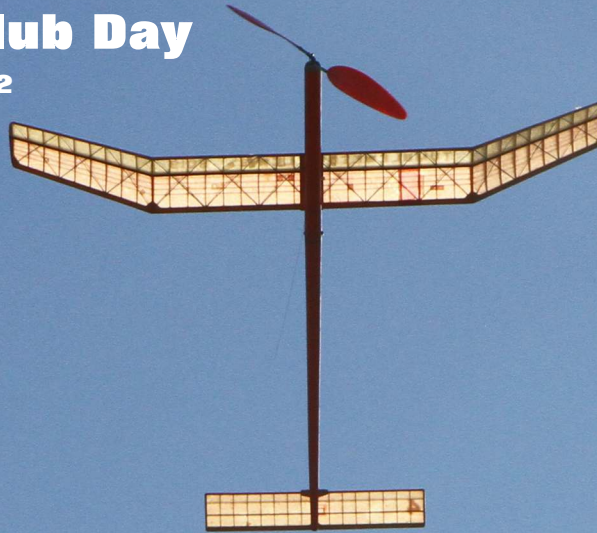
Fortunately, the resident of the house (who Des said was lovely) has seen the model so it would be good if it decides to fall down sometime soon. She has Des's number.

We all packed up around 11.30 am, dropping by the Linnett on the way home hoping it may have fallen down – it hadn't. With the vintage day on the following weekend, we are hoping it may have disengaged itself from the tree by then.

Coupe and A1 Club Day

16th October 2022

Report by Malcolm Campbell and John Lewis.
Photos by Kathy Burford and John Lewis



John's Tumbleweed 6



Albert launches his Coupe

The forecast was for light winds and they certainly got that right. It was a beautiful morning, calm to light SW initially then E, SE and eventually ENE. We used Tony's paddock which was ideal for towing A1 gliders with short grass and there was minimal drift which kept our retrievals well within the paddock boundary. John Lewis, Malcolm Campbell, Kathy Burford and Albert Fathers all got some high flights but five maxes between three flyers were slim pickings. No one landed outside the paddock.

Assuming the calm conditions wouldn't last, Malcolm flew A1 and John flew his 100 g Coupe early. As it turned out, calm conditions continued for most of the morning. Malcolm maxed his first flight easily with the model landing 50 metres from launch point. But the early morning buoyancy deserted him on his next two flights. John book-ended his Coupe flights with maxes but also experienced lack of lift in his second flight. Kathy waited with her A1 until later in the day, moving further up the paddock as the wind had

changed to a NE direction. She made good launches in all her flights but her first two flights were decimated by a soft spring on the glide rudder. So the model didn't turn and flew out of lift. She completed her last flight using Malcolm's model and maxed. John also flew A1 later and grappled with poor air, without any maxes.

With A1 out of the way Malcolm pulled out his 25 year-old Coupe and broke two motors before he got into the rhythm of careful winding. His first flight climbed away well although the prop fold looked untidy – but it did max. His second flight was even better and he was high in lift when the props folded. Soon after it dropped a left wing spiraling in from height and breaking the boom. This also happened to Albert's Coupe but the landing wasn't as heavy. Albert's Coupe was a new build with a carbon wing and showed promise, although downers got the better of him.

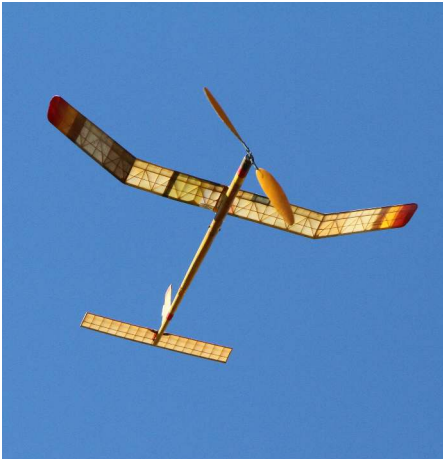
Ron Munden was walking with the aid of a stick so he wasn't really looking



John's A1 drifts by



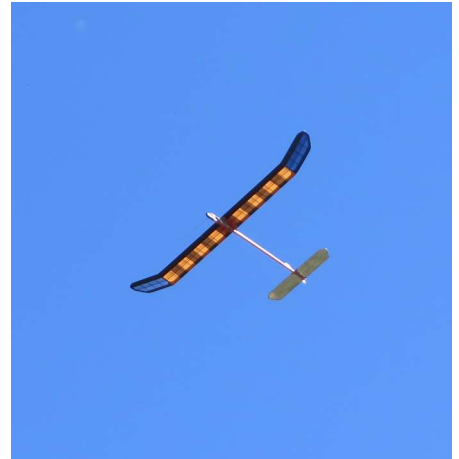
Distant shot of Kathy and Malcolm setting up for the NE breeze



Malcolm's Tumbleweed II, built Apr 98



One of the spiral dives on the day



Kathy's Aiglet A1

for big flights with his Coupe – he was just glad to be there and was thankful his model never landed too far away. Graham Maynard had two or three power models to run up and he remarked that one had an appetite for his fingers. I didn't see any wings on models so it was an engine testing day and he was happy with his efforts.

Mark Armour didn't compete but he was on the field early and making many flights with his distinctive coupes. Mark also displayed his lightweight quarter grain balsa he

recently received from Colorado, USA. The 1/64 inch QG was impressive!

Malcolm put in a test flight later in the morning with his A1. Up high and in lift, the model started a spiral decent, just like his Coupe, and then flew out of it. It also started surfing the slope of the land and, coupled with thermal activity, climbed very quickly. He was thankful of his RDT. So, do we have some tricky aspects of the top field to learn about?

By 11 am, Des Slattery had put in two phone calls to Malcolm and two

calls to Kathy. Why? His Linnett power model had been in a tree for 3 weeks and, house-bound with a recent arm injury, he was keen to know its present whereabouts. We had good news for Des – the Linnett had slipped half-way down the tree and, with John's extension pole, we had it back on the ground in no time flat. Des was pleased!

It was a most enjoyable sunny day ideal for enjoying the joys of free flight.



Coupe Winners: 3. Malcolm 1. John 2. Albert

100 g Coupe Results

Name	Flt 1	Flt 2	Flt 3	Total
John Lewis	120	91	120	331
Albert Fathers	106	64	70	240
Malcolm Campbell	120	60	DNF	180
Ron Munden	65	40	48	153



A1 Winners: 2. John 1. Malcolm 3. Kathy

A1 Results

Name	Flt 1	Flt 2	Flt 3	Total
Malcolm Campbell	120	59	64	243
John Lewis	71	106	48	225
Kathy Burford	36	59	120	215

I can't believe I forgot to go to the gym today. That's 7 years in a row now.

You never appreciate what you have till it's gone. Toilet paper is a good example.

I've been watching my weight. It's still there.

Nothing spoils a good story like the arrival of an eyewitness.
~ Mark Twain

A police officer called the station on his radio. "I have an interesting case here. An old lady shot her husband for stepping on the floor she just mopped." "Have you arrested the woman?" Not yet. The floor's still wet.



Glider Trimming Day with Limited RC and Sports models

Coominya 19th November 2022

Report and photos by Malcolm Campbell and John Lewis

We were up at 5.30 am for an early start at Coominya. We were greeted with a nice light breeze with some gusts from N and NE. Those wanting to chat parked about 80 m in from the front gate from where John flew his RC electric glider and surveyed the land with his DJI drone. Kathy and I went further north for some towing. I flew all three F1As and Kathy's A1. It was promising that I remembered what to do after a 7 month layoff. I was fairly happy with my efforts – but there's more work to be done. I made notes. I think there is buffeting at the northern end because of neighbouring trees, so I won't go down so far in the future. And it's a pretty good view of Atkinson's Dam from there - closer than you think!

Len Surtees got in some very good flights from his CLG model – one and two minute flights, the latter needed for when he flies at Lost Hills in February (they fly 2 min maxes). Peter Nash's E36 remains a WIP but it did manage some high transitions and a couple of maxes that didn't leave the field. Des flew and lost his (new?) E36. We discovered this after packing up at the other end of the field. When we got back to Chat Central, Des was nowhere to be seen.

Kathy and I went down to where he was last seen to find him chatting to a chap from the neighbouring rental house. He warned us to be careful in the long grass because he'd killed 5 brown snakes in the last 4 weeks! Anyway Des had a good signal but he was struggling for direction with his little aerial. I brought out the yagi, established a line and had the model in less than 15 mins. Dessy was pleased. He was especially pleased when Kathy drove him back and I handed him back his Linnett that had been up a tree for several weeks and in my garage for a few weeks more.

It was pretty warm on the field so I think most will be happy to wait until next year to resume flying.



John's RC OD glider kept him busy



Chat Central - it was a warm day



The ground was dry and the lagoon is receding



Peter Nash's OD E36



Malcolm and Kathy played with F1As



Len was getting ready for Lost Hills



Des's lost model was way left of here



Lucky it landed past the water



Dessy's Linnett about to go home

CONSTRUCTION CORNER



Getting ready for the 100g Coupe event, I realised the stab was broken beyond repair. This had happened six months ago - repairs can't be rushed. The frame came up pretty well but the Mylar could have been better. I used 6 lb wood and ¼ mm Mylar. Good thing was it weighed 3.9 g.

Now surely, you've built some models these last few months? How about showing us what you've been building in that workshop of yours.

I built a new E36 in the middle of the year. Some of you may have seen it fly? I also dabbled in some control line building and flying over the year, churning out six models. Hey, that's not free flight!

BFFS SPY



Drone Boy sees all

Want to see a 5-wing indoor model flying? Click on this YouTube link:

<https://youtu.be/ofA5MB41Srk>



Brisbane Free Flight Society 2022

POINTS TABLES, and



State Championships points

Name	F1G	E36	Scale	P30	TLG	HLG	CLG	Total
Malcolm Campbell	3	4	5	5	4	3	4	28
John Lewis	5	5		4	3	4	3	24
Len Surtees					5	5	5	15
Des Slattery	2	2	4	1				9
Ben Lewis	4	3						7
Kathy Burford		1		2			2	5
Craig Ferguson				3				3
Graham Maynard	1							1



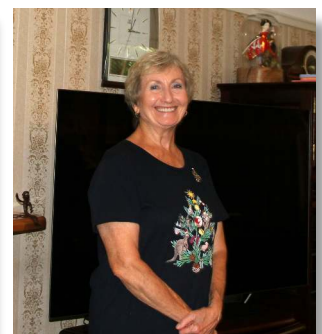
Indoor points

Name	Delta D	HLG/CLG	EZB	H/Rat	P18	P/Sc	Total
Larry Brownlow	5		5	5	4	5	24
John Lewis	4	2	4	4	5	4	23
Ben Lewis	3	4	3	2		2	14
Annika Lewis		3		3			6
Van R-Smith	1		2			3	6
Len Surtees		5					5
Ron Munden				1	3		4
Craig Byrne	2				2		4
Malcolm Campbell					1		1
Ashton Lewis		1					1



BFFS Club points

Name	100g	A1	Total
John Lewis	5	4	9
Malcolm Campbell	3	5	8
Albert Fathers	4		4
Kathy Burford		3	3
Ron Munden	2		2



Brisbane Free Flight Society 2022



PERPETUAL TROPHIES



Scale - Malcolm Campbell



Indoor Champion - Larry Brownlow



Club Champion - John Lewis



Champion of Champions - Malcolm Campbell

There were only two club events all year, "thanks" to COVID, floods and long grass. Here's to a better year in 2023.



100g Coupe (Albert missing)



A1 Glider



Young Enthusiast Award



Brisbane Free Flight Society 2022



INDOOR STATE CHAMPS

OUTDOOR STATE CHAMPS



Indoor Delta Dart



F1G



E-36



Indoor F1L EZB



P30



SCALE



Indoor Peanut Scale



CLG



TLG



Indoor HLG



HLG



Noela won the ladies prize - more chocolates for Des!



Indoor Hangar Rat



Indoor P18



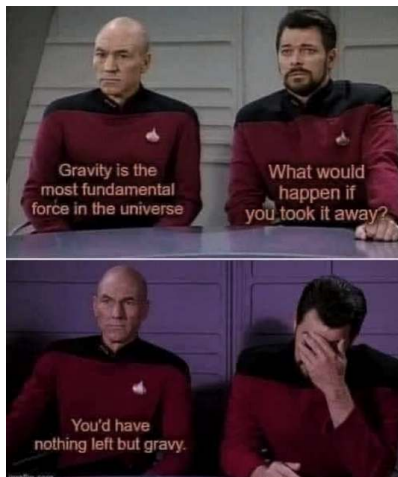
Let's hope we have more trophies on the table in 2023!

JOKES



The guy at the furniture store told me the sofa would seat 5 people without any problems.

Then it occurred to me, I don't think I know 5 people without any problems.



A woman walked into the kitchen to find her husband stalking around with a fly swatter. "What are you doing?" she asked.

"Hunting flies," he replied.

"Oh, killed any?" she said.

"Yep, 3 males, 2 females," came the answer.

Intrigued, the wife asked, "How can you tell them apart?"

Husband: "3 were on a beer can, 2 were on the phone."

For most people when you lose your "khakis" you've lost your pants. When you're from Boston & lose your "khakis" you can't start your car.

Legend says, when you can't sleep at night, it's because you're awake in someone else's dream.

So if everyone could stop dreaming about me that'd be great.





BRISBANE FREE FLIGHT SOCIETY 2023 Flying Calendar



Month		Date	Start	Event	Location
January	F	Sun 22 nd	7-10am	Trimming day & fun flying	Coominya
	✂	Sat 28 th	12-4pm	Bar-B-Que Lunch & General Meeting	John's place
February	F	Sun 12 th	7-10am	Trimming Day & Fun Flying	Coominya
	CP	Sun 26 th	7-11am	Club Day 2 min class models (3 flights, multiple entries allowed)	Coominya
March	IND	Sat 4 th	3-6pm	Indoor – Delta Dart	BSHS
	🏆CP	Sun 12 th	7-2pm	F1H State Champs (5 flights) and E36 club event (3 flights)	Coominya
	F	Sun 26 th	7-2pm	Club Fun Day including P20 (3 flights)	Coominya
April	F	Sun 2 nd	8-12pm	Trimming & Fun Flying / Reserve Day	Coominya
	IND	Sat 15 th	3-6pm	Indoor – EZB	BSHS
		16 th – 23 rd		AFFS Champs & SCC	Narrandera, WW
	🏆CP	23 rd	8-12pm	F1J State Champs (5 flights) + Club 2 Min Class (3 flights)	Coominya
May	🏆CP	Sun 7 th	8-12pm	F1G State Champs (5 flights) + Club 2 Min Class (3 flights)	Coominya
	IND	Sat 13 th	3-6pm	Indoor – HLG/CLG	BSHS
	🏆	Sat 20 th	8-1pm	F1A State Champs (5 rounds, R1 240 secs)	Dalby
	🏆	Sun 21 st	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
	F	Sun 21 st	8-12pm	Trimming & Fun Flying	Coominya
	F	Sun 28 th	8-12pm	Club rubber model fun & testing day (including Frog models)	Coominya
June		Sat 3 rd	8-1pm	Reserve F1A day	Dalby
		Sun 4 th	8-1pm	Reserve F1B day and Fun Fly at Coominya	Dalby/Coominya
	IND	10 th	3-6pm	Indoor - Hanger Rat	BSHS
	F	Sat 18 th	8-1pm	Club Fun Day including P20 (3 flights) & ½ hr Scramble	Coominya
	✂	Sat 24 th	12-4pm	Bar-B-Que & AGM	John's place
July	IND	Sat 1 st	3-6pm	Indoor – P18	BSHS
	🏆	Sun 9 th	8-1pm	Scale State Champs, Trimming and Fun Flying	Coominya
	F	Sun 23 rd	8 – 1pm	Club power model fun & testing day including E36	Coominya
August	IND	Sat 5 th	3-6pm	Indoor – Peanut Scale	BSHS
	CP	Sun 13 th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 20 th	8-1pm	E36 State Champs (5 flights)	Coominya
	🏆	Sun 27 th	8-1pm	HLG, TLG & CLG State Champs & fun & testing day	Coominya
September	🏆CP	Sat 10 th	8-1pm	P30 State Champs (3 flights) and Club 2 min class (3 flights)	Coominya
		Sun 17 th	8-1pm	Reserve Day	Coominya
	F	Sun 24 th	8-1pm	Club trimming, sports models & limited RC	Coominya
October	F	Sun 8 th	7-1pm	Col's Vintage Rally (Fun Fly any Vintage model)	Coominya
	CP	Sun 15 th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 22 nd	7-1pm	Reserve Day	Coominya
	🏆CP	Sun 29 th	7-1pm	Open Rubber State Champs & Club 2 min class (both 3 flights)	Coominya
November		Sun 5 th	7-1pm	Reserve Day	Coominya
		Sun 12 th	7-1pm	Reserve Day	Coominya
	F	Sun 20 th		Club glider model fun & testing day incl CLG & RC Gliders	Coominya
December	✂	Sat 9 th	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"