



The magazine for all those who love Free Flight



# THE BFFS DIGEST

December 2023



## *In this issue:*

- ★ *HLG-CLG-TLG State Champs*
- ★ *Scale & OR State Champs*
- ★ *Club competitions*
- ★ *Club Trimming Days*
- ★ *BFFS Trophy presentation*
- ★ *BFFS Christmas Party*
- ★ *2024 Flying Calendar*



COVER PAGE:

Len Surtees launches his vintage 1936 Hervat glider in the HLG State Championships held at Coominya. Also flying in CLG and TLG, Len won all three events, two of these while flying his STING Mk 2 gliders.

**PRESIDENT'S REPORT**



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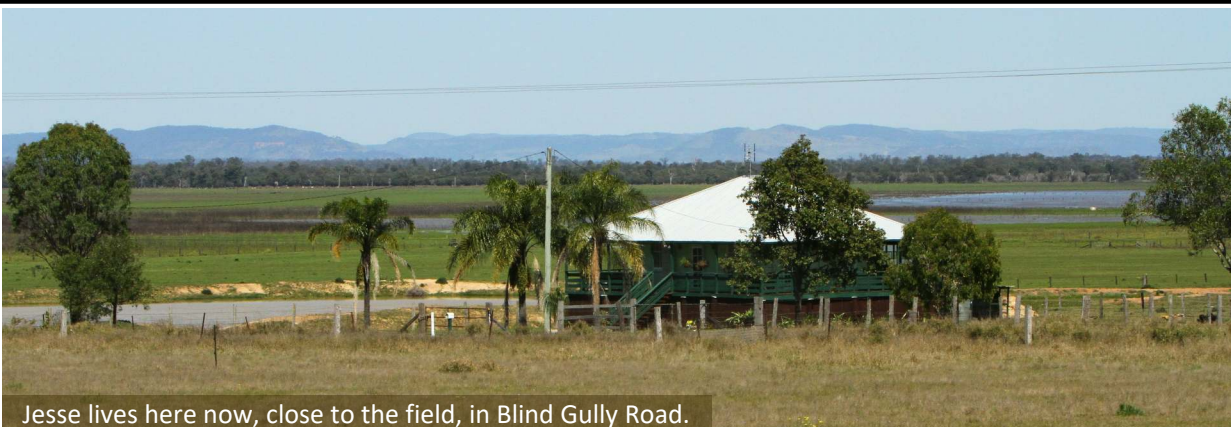


Except for F1J, we managed to complete our 2023 free flight program including our Xmas party and prize presentation. Apart from some rescheduling of events mainly due to adverse weather we had a good year with the grass on Jessie's field reducing in height thanks to the cows. Recent rain and the summer months may increase the grass coverage but hopefully the cows will keep it under control. Our numbers at contests have declined most notably with outdoor events. While we have members with models that are keen to keep flying it is our intention to continue to provide the opportunities. This year's Xmas party and Prize presentation was well

received and although warm outside for the meal the presentation held inside in the air-conditioning was comfortable. Malcolm and Kathy did an outstanding job with the catering. It was therefore fitting they won the Xmas hamper as a small reward for their contribution to the club and its members. I haven't had the 2024 indoor dates confirmed at this stage but hopefully there won't be too many changes to the 2024 calendar at the back of this newsletter. Hope everyone has a good Xmas and look forward to seeing you all next year.

Merry Christmas.

*John Lewis*



Jesse lives here now, close to the field, in Blind Gully Road.

**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**

**R E M E M B E R**  
**FIRST DUTY OF THE**  
**KEYMASTER ON FLYING DAYS:**  
**Text Jesse 0417 077 781**  
  
*"BFFS on the field"*

## SECRETARY'S REPORT

Well the year is done and dusted and we managed to get most of our contests run, sometimes using the top field, thanks to Tony the pig farmer. He has a good paddock and I hope we get more use out of it next year.

Jesse's paddock is still a bit difficult to walk on but the cattle have eaten down a lot of the grass, although models can still hide in what's left. I think we only used the launch point near the Seven Mile Lagoon once this year.

Speaking of the lagoon; it's dry again and, with winds blowing from the north, north-west or NNW, we have a 5 minute field at our disposal.

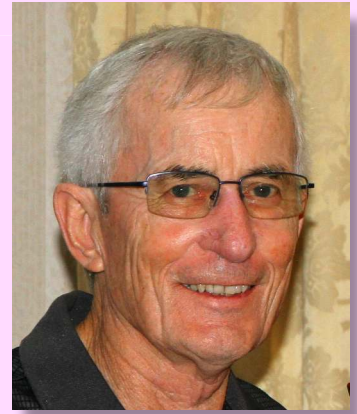
Dare I say it, age, health, COVID and the economy in general have probably been the reasons that numbers are

down this year. I long for the good old days where there weren't as many things on our minds.

With those factors in mind, John has put together a good calendar for next year with all events starting 8 am. So the hot lay-off months of December and January might allow you to build a new model or two, or refurbish some of your fleet. I've already started fixing up a few.

Kathy has been on call as a baby sitter for her grandson so she missed a few days this year. And she's also become a great grandmother in October. Kathy is a great grandmother? She doesn't look that old to me!

So that's all from me until next year, with our first event starting in February.



I wish you all a Merry Christmas and a Happy, Healthy and Safe New Year.

Let's hope the world can get back to normal again soon.



*Cheers,  
Malcolm Campbell*

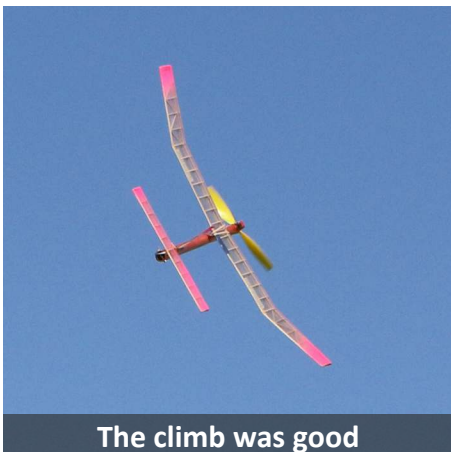
# P30 State Championships

## 10th September 2023

Report by John Lewis, photos by Malcolm Campbell



**Kathy launches her Rubicon**



**The climb was good**

The forecast indicated a near perfect day with light winds and initially this was the case but by mid-morning the drift was taking models to the extremity of the field. The decision was made to fly 90 second maxes partly due to some button timers struggling to run to two minutes and taking into account the advancing age of our membership.

The cows co-operated keeping a respectable distance away and

continued with their grass reduction efforts. It seemed we haven't flown our P30's for a while with some maintenance required and some models out of trim. John flew first and was lucky enough to find a good patch of useful air to record an easy max. Both Des and Kathy also had a first flight max however Craig missed out by 11 seconds.

John's second flight also maxed but not as convincingly as his first flight.



But John's was steeper



Des did well on the day with good scores



Craig sorting his High Start glider



Craig times John

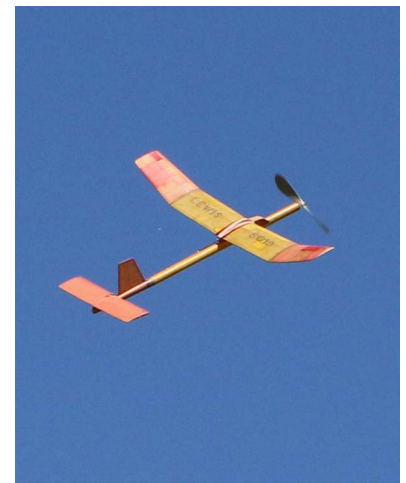


Mark times Des

Craig withdrew after his model was broken and persevered with the high start glider he is developing and along with Mark helped out with timing.

Kathy just missed out being only four seconds short while Des' model failed to climb high enough to max. With the wind speed picking up John, Kathy and Des were waiting for a lull when Des made the call and launched quickly followed by the other two.

It seemed Des picked some good air for John and Kathy but didn't benefit himself when his model failed to gain sufficient height. Both John and Kathy had a much longer walk with John's model landing well into the adjacent paddock.



Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	90	90	90	270
Kathy Burford	90	86	88	264
Des Slattery	90	64	80	234
Craig Ferguson	79	-	-	79
Malcolm Campbell	DNF			

# HLG-CLG-TLG State Championships

## 24<sup>th</sup> September 2023

Report and photos by Malcolm Campbell



Len Surtees launches his 32" gold foil STING TLG, as Kathy Burford and John Lewis watch

Tony the pig farmer was kind enough to let us use his paddock for the HLG/CLG/TLG State Champs because our models would have disappeared in the 30 cm grass on Jessie's field. Tony gave us access from 7 am and we'd need that to decide where to set up. He had a herd of cows on the field, quite a large herd. Len Surtees arrived first and was promptly mobbed by the inquisitive bovines. When Kathy Burford and Malcolm Campbell arrived, they chose to drive up into the top left-hand segment of the field to take advantage of the ESE breeze. This was to the left of the white house in the top middle of the field. It proved to be a nice place to fly from. In the past Malcolm had used that area for F1A practice.

**CLG:** It took a while to decide on the best spot for the pen as the wind was shifting through 90°. John Lewis arrived at the field closer to the 8 am start time and by then the pen had been marked out. Catapult was flown first and Kathy and Malcolm started while the breeze was light. Len and John did some TLG practice away from the pen before setting up their CLG models. Initial times were low for any

models transitioning low as they were being held down by low level turbulence. This did not affect Len Surtees because he had his USA Nationals winner in his hand (STING Mk2 18") and he was hot to trot, rolling off three high launches (about 15 metres higher than the rest of us) for three easy maxes – and so he returned to his TLG.

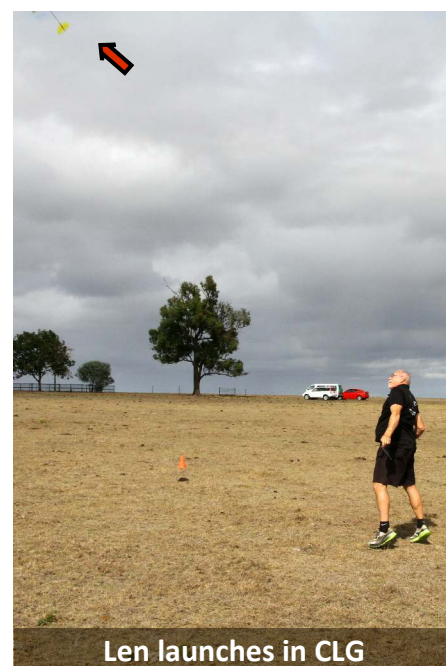
Malcolm and John (both Neo 3-4) were trading low scores before John put up a decent third and fourth flight, and Malcolm did the same. They did this for their final two flights to finish 3 seconds apart. It was a close contest for them because

Malcolm's final flight launched high and looked the goods for a certain max (and second place) only to stray to the edge and fall out of lift. Kathy (also with a Lee Hines' Neo 3-4) hooked some really nice air in her fifth flight for her only max, but it was enough to move her into second place behind the mighty Len.

**TLG:** Len's scores were quite varied but he did manage one max and a couple of reasonable scores to finish



John launches in CLG



Len launches in CLG



Len gives it the old Heave Ho



Another shot of Len, this time with his 1936 Hervat

on top. His high tech gold foil swept wing model (STING 32”) looked remarkable in the air. And the RDT worked well too. John had been practising with his Morris Dancer TLG and he was putting up some respectable scores. Malcolm just wasn’t with it, admitting he had a lot to learn to get comfortable in this class. Len took him aside for some coaching and then asked to try his model (Sweepette 30”). He launched it high, very high, and it looked good until a tight glide circle tightened, putting it in fairly fast damaging the DT pivot point and sidelining him from any further activity with that model.

**HLG:** John had a few gliders to choose from settling on a Gold Rush, and the scores for both Len and John weren’t that flash. Let’s just blame the tricky weather conditions. Len did operate under some handicap – he was flying a 1936 Hervat that, although petty loopy, revelled in the windy conditions. At the end there were only 2 seconds between them.

And that was that. We were packed up and off the field by 11 am. But it didn’t end there. Malcolm was short one glider when he unpacked the car! Turns out it was one of Kathy’s and she left it on the field, after her final flight. It was her best model. This happened because she was trimming a new CLG and forgot.

Well, we had a hurried lunch and jumped in the car for a quick 2-hour

return trip to Coominya. Cows were everywhere in the paddock, all along the road-side fence line but luckily not where we were flying our models. The model was found undamaged and we were home for a nice cuppa at 3 pm, a very satisfactory end to the day.



John launching in HLG



John’s Gold Rush in HLG



A bunch of balsa gliders near the pen

## HLG-CLG-TLG State Championships

Coominya  
24-Sep-23

CLG	Flt. 1	Flt. 2	Flt. 3	Flt. 4	Flt. 5	Flt. 6	Best of three
Len Surtees	60	60	60	0	0	0	180
Kathy Burford	23	24	10	22	60	31	115
John Lewis	12	18	38	25	20	28	91
Malcolm Campbell	12	19	26	30	21	32	88

TLG	Flt. 1	Flt. 2	Flt. 3	Flt. 4	Flt. 5	Flt. 6	Best of three
Len Surtees	7	60	24	17	28	18	112
John Lewis	12	31	4	36	16	22	89
Malcolm Campbell	2	8	13	8	10	DNF	31

HLG	Flt. 1	Flt. 2	Flt. 3	Flt. 4	Flt. 5	Flt. 6	Best of three
Len Surtees	7	14	22	3	6	7	43
John Lewis	12	4	8	11	3	18	41

# 100g Coupe and A1 Glider club events

15th October 2023

Report and photos by Malcolm Campbell



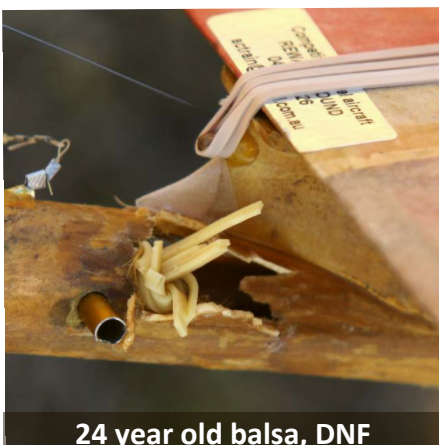
Flying from Jesse’s paddock where the grass is nearly back to acceptable height, John Lewis, Malcolm Campbell and Len Surtees set up on the eastern end of the paddock near the dam. Ron Munden arrived a little later, with Des Slattery, and he was soon in discussion about the 9-foot span

electric glider he was building. John and Malcolm stayed out of the discussion, with Coupes to prepare. And they were busy seeing who could break the most Coupe motors, this being frustrating for John but terminal for Malcolm, when his fuselage suffered a “hernia” rupture. Len was trimming out his latest TLG creation, with less dihedral and a tad more washout where it was needed. He was happy with his progress.

to record 110 secs. His second flight looked good but found sink to land early. He made no mistake with his final flight, DTing high at 111 secs, to land for a max.

Des was using up old motors and was rewarded with short retrieves as a result. His last flight, with 340 turns, wafted skyward, picked up some mild lift and stayed in it, straying out of the paddock, and then slowly turning to land just inside the fence line. This was an excellent flight for a 90-year-old, and Des was pleased.

Len pulled up the ex-Phil Mitchell F1A for some circle practice, and then spent half an hour looking for his spectacles that fell off during the launch. Malcolm did a test flight with his little Aiglet and it behaved nicely,



24 year old balsa, DNF

With the wind now blowing towards the road, we all moved south as Mark Armour departed, after a satisfactory trimming session of his Coupe #10. There was plenty of good air around and John wasted no time finding it. He had some excellent climbs off a 46 sec motor run although his first flight was clocked off OOS, then seen again,



Malcolm's little Aiglet flew well



John's Tumbleweed 6

so he backed it up with a timed flight – this was a launch that went right and stayed that way until it landed, 30 seconds later. In his second flight, with a little less rudder, it towed up well and easily maxed, landing in the next paddock near the dry Seven Mile Lagoon. The retrieval was an adventure – the resident magpie swooped aggressively with Malcolm twice waving the yagi aerial in the bird's face. Feeling safe, he was walking on towards the signal when he received a real whack on the head. It felt like someone had hit him across the back of the head but it was the pesky bird and this time it drew blood, in 3 places. His final flight also got good height but unfortunately a wide circle had him DTing in magpie territory. Luckily, the retrieve went without any drama.

Malcolm's two maxes and a 30 sec flight gave John an achievable target when he pulled up "Outer Limits", his OD carbon straight tow A1. His first flight was textbook perfect, and he enjoyed a 5 minute flight with only a 400 metre retrieve. His second flight was in bad air having him on the ground in 36 seconds. He had to max his final flight and the launch looked like he had it, but after the first circle he struck turbulent air pushing him up and then down over several circles. The model failed to settle, and he was down in 64 seconds.

So John won 100 g Coupe and Malcolm won A1 Glider. It was a long hot morning for us with timers in short supply; so it was 12.30 pm when we finally packed up after an enjoyable morning's flying.

**100 g Coupe**

	Flt 1	Flt 2	Flt 3	TOTAL
John Lewis	110	84	120	314
Des Slattery	63	66	120	249
Malcolm Campbell	DNF			

**A1 Glider**

	Flt 1	Flt 2	Flt 3	TOTAL
Malcolm Campbell	30	120	120	270
John Lewis	120	36	61	217



90 yo Des finished his day with a max, seen here walking back with his model, in 30°C heat.



# Scale State Championships, P20 club event and Col's Vintage Rally

## 22<sup>nd</sup> October 2023

Report and photos by Malcolm Campbell



There were only three at Coominya on Sunday 22<sup>nd</sup> October, or SIX if you also count Des Slattery. He had the planes and enthusiasm of three people! Des had a large R/C model with an Anderson Spitfire running on methanol to tease us. This was the 89" span 1938 Flamingo. The other three flyers were John Lewis, Albert Fathers and Malcolm Campbell. Following the weather forecast we located along the south east fence line. The winds were quite gentle with lulls but were 90° off the forecast Northerlies.

Des nearly decided to fly his big Playboy but instead played with Malcolm with his Pushy Cat and with John with his P20. Des had a veritable bootful of planes to fly and the VW Caddy has a big boot!

**SCALE:** Des and Malcolm flew Scale early in case the winds got up. Des's Avro 560 banked steeply as it climbed but had a more gradual and stable decent. Malcolm's Piper Cub J3 had a

more realistic climb out with wider circles but it flew faster under power. However, the glide was good, almost too good, landing further out but in the same paddock as Des. Scale



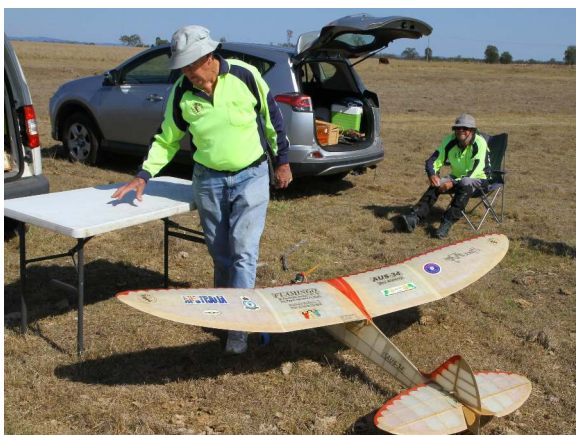
Des's Avro 560



Malcolm's Piper Cub J3 (25 years old)



Des's big Flamingo



He didn't fly it



It's a methanol sparkie



Malcolm launching his Piper Cub J Lewis photo



Des launching his Avro J Lewis photo

needs a shot in the arm and we all await Brian Taylor's return.

	Static	Flight	Total
Malcolm	1357.5	449.0	1806.5
Des	677.0	402.0	1079.0

up with a "red right hand" (hey, you might Google that phrase). His injury didn't interest Des because, even with blood flowing down three of his fingers, there was no pool of blood on the ground. Only a flesh wound Des thought but was kind enough to offer Malcolm his Betadine. Des never leaves home without it!

Albert pulled up his LDA F1A a few times with John launching. It looked nice in the air but was off trim. He also had a Fred Boxall vintage rubber model but, after hand gliding it, elected to put it away.



Des's Pushy Cat



Pushy Cats at play J Lewis photo



John launches for Albert



Malcolm's Pushy Cat, no wheels

Malcolm hurt himself with the Mills powered Pushy Cat, when he shoved his knuckle into the prop slicing a neat flap that bled profusely and ended



Albert's Fred Boxall VR model



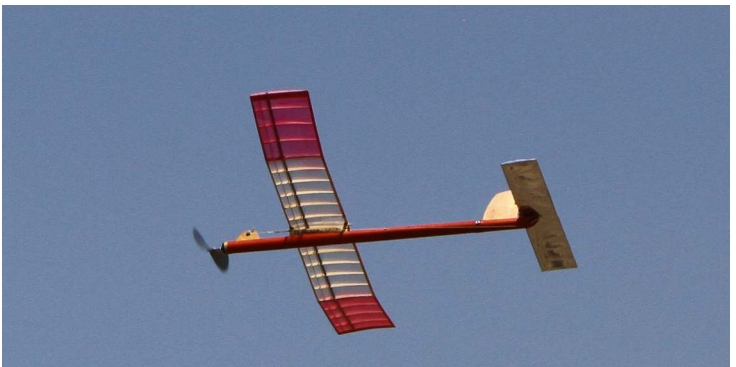
Albert's full carbon LDA F1A



Des launching his little P20



John launching his OD P20 "Pinky"



Des's P20 had 3 nice flights



John's "Pinky" flew well

**P20 event:** Grass doesn't need to be too long to lose a little P20 so adding a breeze caused concern for recovery.

Des's flights all landed in the open field adjoining the fence line whereas John flew at a time when the wind was blowing over the longer grass. Without a beacon, he had to keep an eagle eye on his second flight that maxed. It was a close contest but the max sealed the win for John.

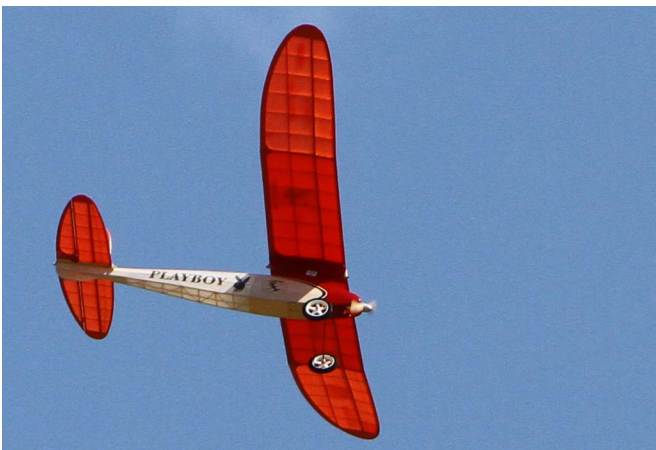
**P20 RESULTS:**

	F1	F2	F3	Total
John	31	60	18	109
Des	33	22	45	100

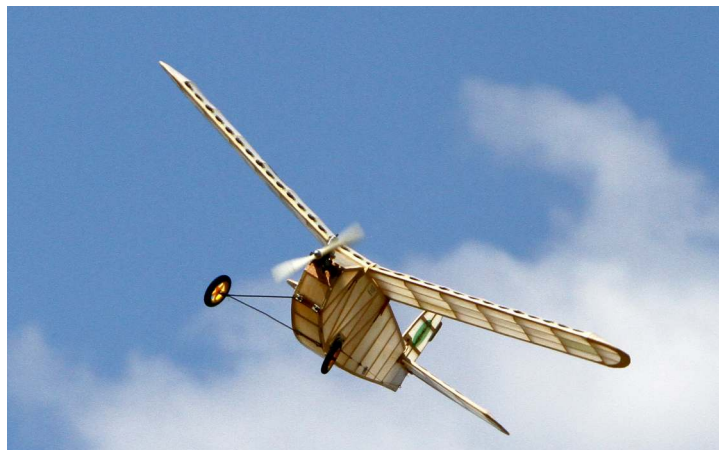
Malcolm also flew his ex-Barry Dent Bugaboo that majestically cruised the sky. That plane was probably the oldest that flew on the day.

And John snuck an electric RC Playboy into the air, but we all saw him do it!  
The wind was manageable all morning, at 3 m/sec with decent lulls, so we all

had a good time, packing up to depart around 11.30 am with the temp already at 31°C, and rising.



John's electric little Playboy cruised for ages, 850 mAh



Malcolm's Bugaboo looked cheerful in the sky

# Open Rubber State Championships and Two-minute Club event

29th October 2023

Report and photos by John Lewis



Mati was waiting outside the gate when John and Des arrived at 8am. There was a light wind blowing parallel to the road with the best launch spot being the lower flat area where we normally fly from. The forecast indicated light winds but the early breeze didn't look good for flying 3-minute classes. However, it soon

became apparent that there were long calm lulls followed by short periods of wind.

Des had a serious looking open rubber model but while winding there appeared to be a number of broken strands. Not deterred Des kept piling on the turns and launched in a calm patch. Not surprisingly Des's model

climbed slowly with the power down. Des's model headed downwind towards a bunch of trees but then went into a wide circle on the glide, coming most of the way back, but landing well short of a max. Nevertheless, Des was grateful for the short retrieve and was able to avoid walking through the longer grass.

John decided to set 2 minutes on his DT and found a nice patch of lift to climb high but not too far away. Although landing in the long grass the model was a relatively short distance away from the launch area.

Des brings lots of models and elected to fly his LSq/100 model for his second Open Rubber flight. Des's second flight went a couple hundred meters so he decided driving to retrieve the model was easier than walking. John's second flight failed to find good air and DT'ed close to the ground also with a shortened DT



Mati looks on as Des winds one of his pre-loved motors



Des launches his P Twiss designed model



Des brought out his LSq/100 model for his second flight



John's Rubber Soul glides overhead

setting. Once again, the model landed less than one hundred metres away.

Des decided to fly his E36 in the 2-minute class. His model climbed well and he gained good height but he had set a short DT so he was down just shy of a minute and a half. John hadn't brought any two-minute models so Des was the only contestant. John made his 3<sup>rd</sup> Open Rubber flight and landed just past Graham's tree - his shortest time but his longest retrieve of the day.

Mati helped out with timing and had a number of flights with his RC assist Tomboy. Although there were only three flying on the day it was an enjoyable day in pleasant conditions.

### Open Rubber

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	161	150	139	450
Des Slattery	105	93	-	198

### Club 2-minute Class

Name	Flight 1	Flight 2	Flight 3	Total
Des Slattery	86	-	-	86

## JOKES



*(FIRST DAY AS A PILOT...)*

**CONTROL**

**TOWER:** Can you give me your position?

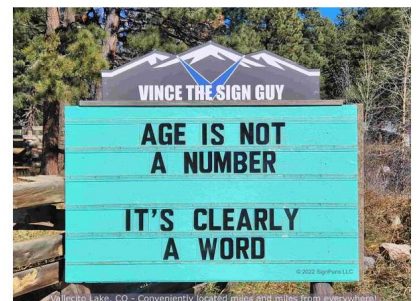
**ME:** I'm next to a cloud that looks like a lion.

**CONTROL**

**TOWER:** Can you be more specific?

**ME:** Simba.

I wonder how fast this ostrich was going when he hit the fence!



# Club Glider Day 19th November 2023

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



Composite photo - John's TLG, Malcolm's DT'ing Pink Elephant and Des's RC glider

Sunday 19 November wrapped up our flying for 2023. John Lewis, Des Slattery, Malcolm Campbell, Kathy Burford and Mati Tabur attended with all but Kathy flying. Mark had been there since sun-up and was leaving when we arrived. Kathy kept us fortified with cold grapes, sliced apple and melon. On the way to the field, Kathy and Malcolm dropped off Christmas gifts for Tony and Jesse, the two farmers who kindly let us use their two properties during the year.

They were a few gusts that we had to watch out for early on but the winds settled as the morning progressed. John and Malcolm flew their TLG models with John showing a stronger arm although his model

wasn't transitioning consistently. He was thankful for his RDT on a few occasions, speeding up the trimming process too. Malcolm couldn't get the height, although glide improved. He admits he needs a lot of work on his launch.

Mati struggled to get a decent run out of his Mk17 powered Dixielander with only one flight made. He's going home to look closely at his fuel system.

Des flew his aging CNC F1J but the engine wouldn't rev, and it struggled for height, but it still had its good glide. He then moved to his OS15 powered Dixielander. It was climbing in a fast spiral when suddenly a black

lump pitched forward from the model and fell to the ground. All noise ceased and then it started to stall in the glide, and it was stalling upwards. The motor and mounts had both parted company and the Dixielander had become a glider. It actually



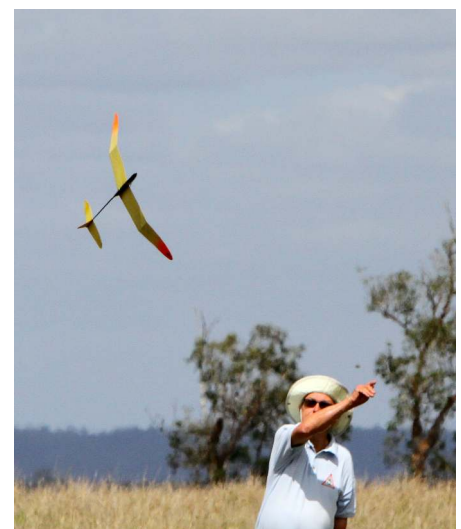
Malcolm and John discuss trim



Malcolm launches his Sweep 30



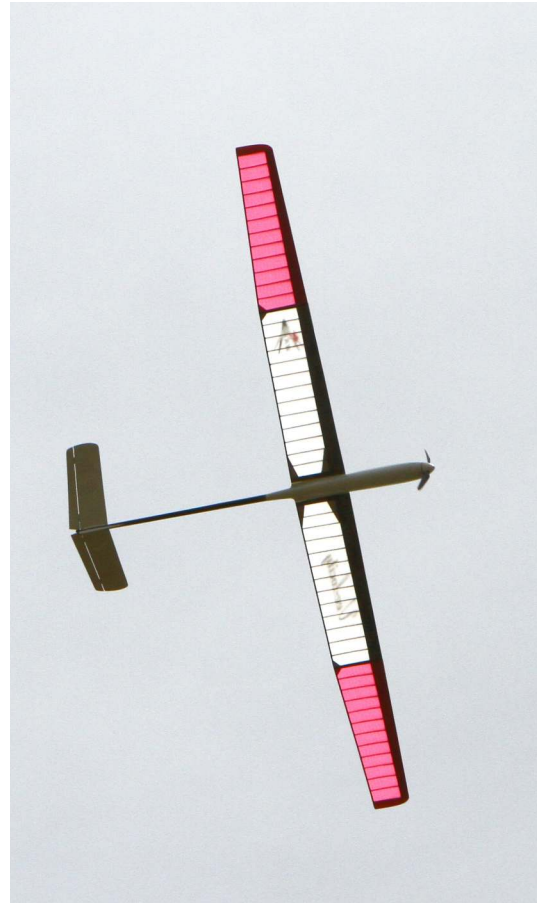
John Launches his TLG



Another launch by John



It seems everyone was trying to keep Mati's motor running



John's electric RC glider



Des launches his F1J

maxed before coming back to earth! Des also found a couple of CLGs in the Caddy so he trotted out both of them for some flight time.

Malcolm pulled up his Pink Elephant a couple of times for its yearly outing but left the Aiglet in the box. John and Des both had RC electric gliders to fly and Des was still assembling his 2 metre Thermal Hunter when Kathy and Malcolm were leaving. Apparently, it went up twice and it got pretty high so as to play with circling birds.

So, Des flew the most models – he may have flown five, perhaps more. That's not bad for a 90 year old.

It was an enjoyable day.



Des's Dixielander with quick release motor



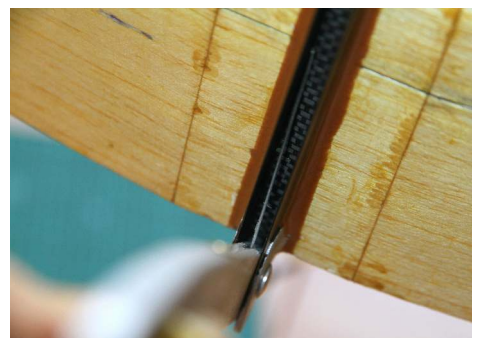
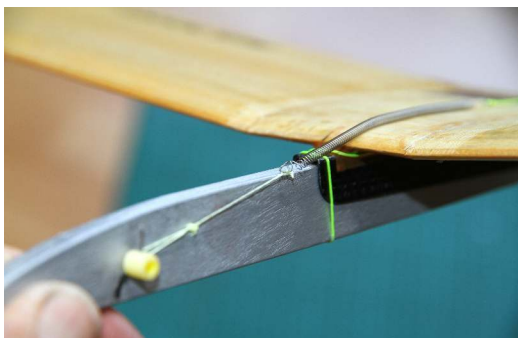
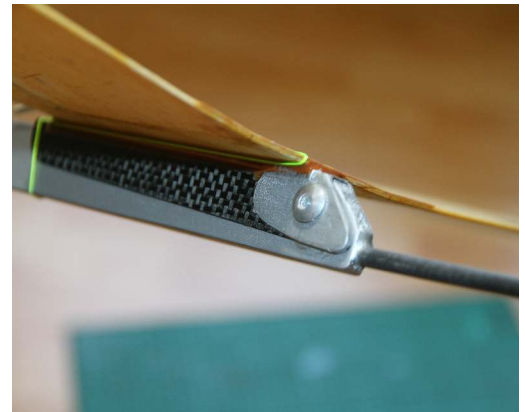
Mati launches Des's RC electric glider



Des's giant RC electric glider, with a very tall fin

# CONSTRUCTION CORNER

Malcolm's tip launch glider underwent extensive refurbishment after the boom recently broke at the DT pivot point. It was time to redevelop the wing mount process and Len Surtees volunteered his services to change it from a pivoting fuselage to a pivoting wing. The change is brilliant. The DT is more positive and the fixed fuselage and wing mount much stronger than before.

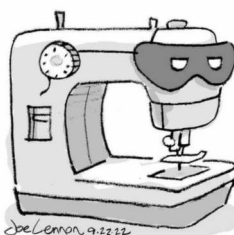


These photos show the strong CF and ply wing saddle and the wire spring to pop the wing up. By the way, it's a Sweep 30 inch TLG, designed by the late great Lee Hines.

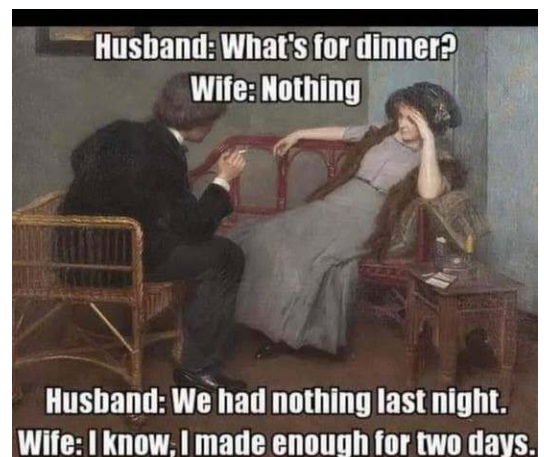


## MORE JOKEES

### THE MASKED SINGER



MY WIFE MADE ME COFFEE THIS MORNING AND WINKED AT ME WHEN SHE HANDED ME THE CUP.  
I'VE NEVER BEEN MORE SCARED OF A DRINK IN ALL OF MY LIFE.





## Restoring an O&R 23 Side Port #057488

This engine was completely seized. I started by removing what I could without much trouble. That was the prop nut etc, the timer and the front crankcase housing. The crankshaft was firmly stuck to the conrod.

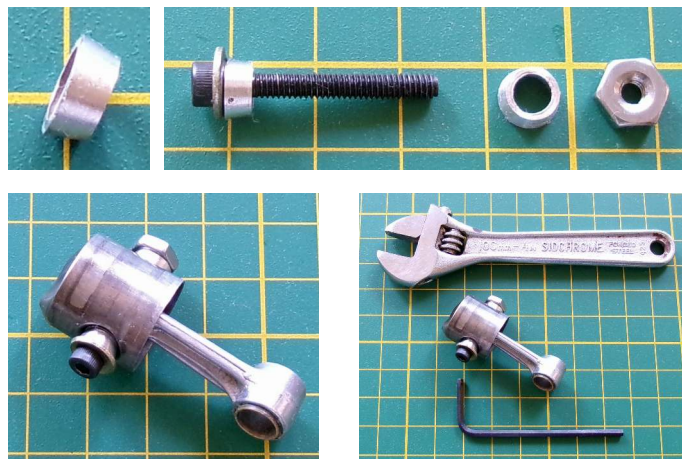
A good soak in some fuel and a bit of heat via a heat gun eventually freed it. Now to do something about the stuck piston. More soaking. I put the crankshaft and front housing back on and attached a propeller then tried moving the piston. Nothing. I applied heat to the outer cylinder. Still no movement.

The soak and heat cycle was continued. As it has been pointed out on many engine forums, patience is important and heat has saved many a stuck engine. Finally a little movement.

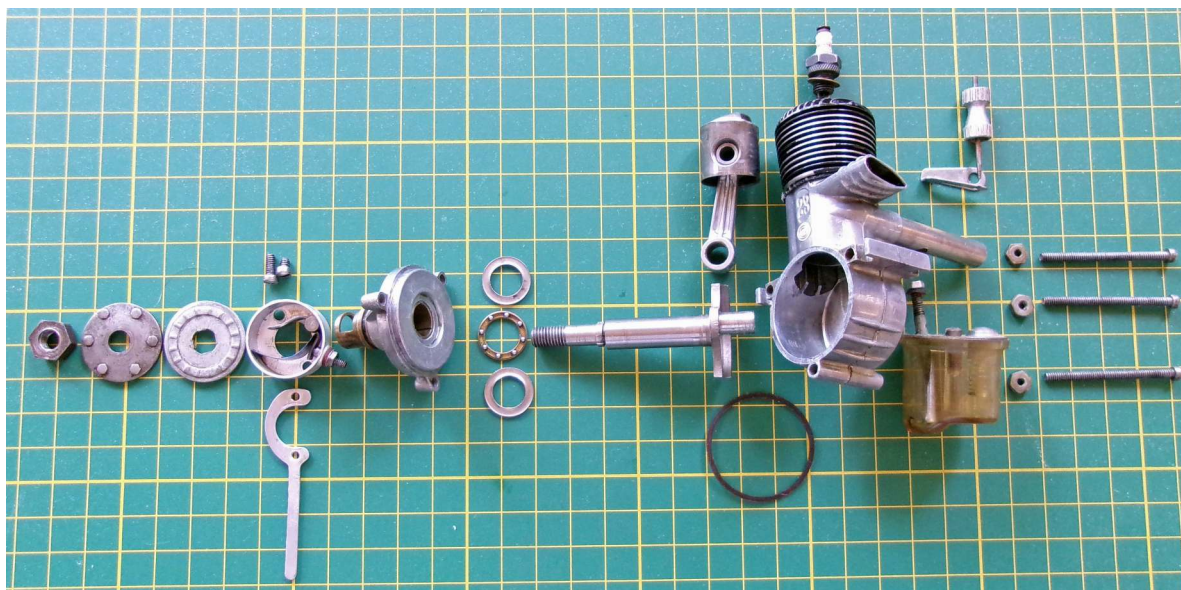
I applied some machine oil to the top of the piston. Then continued with heat and eventually the piston was free to be removed from the cylinder. It looked in reasonably good condition but the conrod was firmly attached to the wrist pin.

I could see that both spring clips were still there. Soaking in various substances made no effect. I tried heating but it was difficult to hold the wrist pin and wiggle the conrod at the same time.

I came up with the idea of turning up a couple of tapered aluminium spacers so that I could clamp them on the ends of the wrist pin with a suitable nut and bolt. Lucky the wrist pin is hollow as I could now hold the wrist pin securely while wiggling the conrod.



It still needed a lot of soaking and heating but the conrod and wrist pin were finally freed. Parts were now clean and oiled ready for reassembly.



The compression still seemed to be good. Now to try and start it.

*Brian Taylor*

# Restoring a K&B Torp Jr 035

This engine was seized probably because of hardened castor oil. So the engine was first soaked in standard glow fuel.

The crankshaft and piston were eventually freed by attaching a propeller to the crankshaft, applying a bit of heat to the engine via a heat gun and then gentle rocking the propeller back and forth.

I was lucky the cylinder head was able to be removed with the aid of a strap wrench. The backplate on the Torp Jr is similar to Cox backplates.

By using a suitable washer to fit the slots on the backplate and applying a little heat it unscrewed with no damage.

The internals seemed fine, even the glow plug insert still worked. This engine uses a glow plug insert that is held in position by the cylinder head. They seem to be quite scarce.

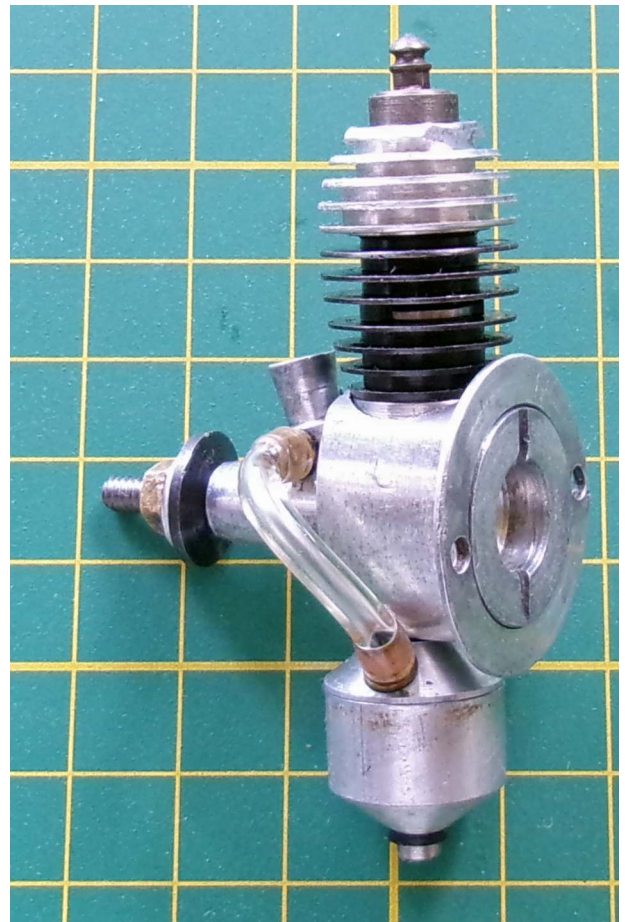
One suggestion was to try turning down a Cox glow head, and I thought that might work.

Parts were cleaned with IPA and reassembled and a new piece of fuel tubing installed.

What struck me about this engine is the seemingly fragile attachment of the fuel tank.

I've never used one of these engines in a model but I could imagine the first thing I would remove is the fuel tank.

*Brian Taylor*



## EVEN MORE JOKE S



Getting ready for a road trip in my Tesla 🍌🍌🍌



**BFFS SPY**



The definitive modeller's car -  
Mati's new Volvo V60 AWD



The picture says it all  
More in Christmas Party pages

## And 15 years ago



2008 Maryborough Gathering



Pushy Cats at the 2008 Maryborough Gathering



LSq/100 at Dalby



## 2023 State Champ points table

Name	F1H	F1A	F1B	F1G	F1J	E36	P30	HLG	CLG	TLG	Scale	OR	Total
John Lewis	4	4	3	4		1	5	4	3	4		5	37
Ben Lewis	5	5	4	5		4							23
Malcolm Campbell	3			3		5			2	3	5		21
Des Slattery				2		3	3				4	4	16
Len Surtees								5	5	5			15
Kathy Burford							4		4				8
Craig Hemsworth			5										5
Peter Nash						2							2
Craig Ferguson							2						2
Craig Ferguson							2						2
Ron Munden				1									1



## 2023 State Champs Indoor Table

Name	D/ Dart	EZB	HLG	H/ Rat	P18	P/ Scale	Total
John Lewis	5	4	4	3	5	4	25
Brian Taylor	2	5	3	5	3	5	23
Ben Lewis	3		5	2	4		14
Larry Brownlow	4	2		4	2		12
Craig Byrne		3					3
Van R/Smith				1	1		2



## 2023 BFFS Club Contest Points

Name	2 min Feb	E36	2 min May	Mini power	QDP	2 min Sept	100gm	A/1	P20	2 min Oct	Total
Des Slattery			5	5	4		4		4	5	27
John Lewis				4	5		5	4	5		23
Malcolm Campbell								5			5
Craig Ferguson			4								4
Ron Munden				3							3

# CHRISTMAS PARTY!



Perpetual Trophy winners



Ben Lewis - F1A State Champ



Ben Lewis - F1H State Champ



Des Slattery - Col Somers Vintage award

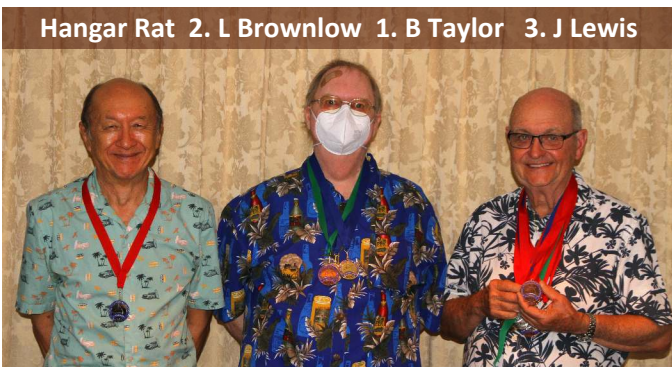


John Lewis - BFFS Champion of Champions



Malcolm Campbell - Scale Champ

Events with 3 or more flyers



Hangar Rat 2. L Brownlow 1. B Taylor 3. J Lewis



P30 St Chs 2. K Burford 1. J Lewis 3. D Slattery



CLG St Chs 2. K Burford 1. L Surtees 3. J Lewis



TLG St Chs 2. J Lewis 1. L Surtees 3. M Campbell

**PRIZE WINNERS ATTENDING THE CHRISTMAS PARTY**



**Larry Brownlow**

IND: Delta Dart..2nd  
Hangar Rat.....2nd



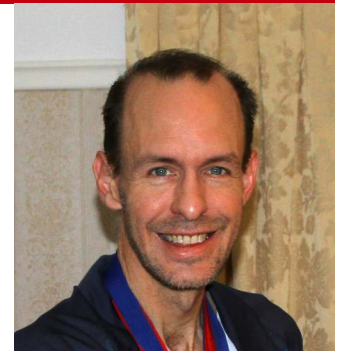
**Malcolm Campbell**

F1H.....3rd  
F1G.....3rd  
E36.....1st  
TLG.....3rd  
Scale.....1st  
A1.....1st



**Kathy Burford**

P30.....2nd  
CLG.....2nd



**Ben Lewis**

F1H.....1st  
F1A.....1st  
F1B.....2nd  
F1G.....1st  
E36.....2nd  
IND: Delta Dart..3rd  
HLG.....1st  
P18.....2nd



**John Lewis**

F1H.....2nd  
F1A.....2nd  
F1B.....3rd  
F1G.....2nd  
P30.....1st  
HLG.....2nd  
CLG.....3rd  
TLG.....2nd  
OR.....1st  
Mini Power.....2nd  
QDP.....1st  
100g Coupe.....1st  
A1.....2nd  
P20.....1st  
IND: Delta Dart..1st  
EZB.....2nd  
HLG.....2nd  
Hangar Rat.....3rd  
P18.....1st  
Peanut Scale.....2nd



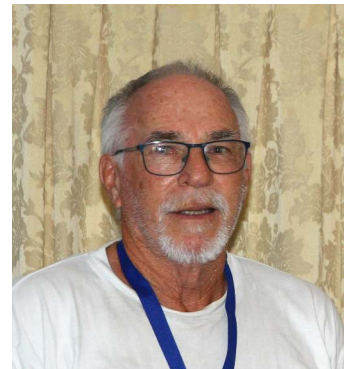
**Brian Taylor**

IND: EZB.....1st  
HLG.....3rd  
Hangar Rat.....1st  
P18.....3rd  
Peanut Scale.....1st



**Des Slattery**

E36.....3rd  
P30.....3rd  
Scale.....2nd  
OR.....2nd  
2 min class.....1st  
Mini Power.....1st  
QDP.....2nd  
100g Coupe.....2nd  
P20.....2nd  
2 min class.....1st



**Len Surtees**

HLG.....1st  
CLG.....1st  
TLG.....1st

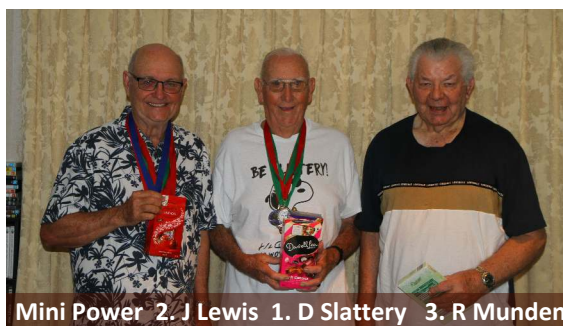


**Ron Munden**

Mini Power.....3rd



Des bags another chocolate prize!



Mini Power 2. J Lewis 1. D Slattery 3. R Munden



Dessy's chocolate hoard



## BRISBANE FREE FLIGHT SOCIETY

# 2024 Flying Calendar



Month	Date	Start	Events	Location
February	Sat 3rd	12-4pm	Bar-B-Que lunch & General Meeting	John's
	Sun 11th	8-10am	Trimming Day & Fun Flying	Coominya
	Sun 25th	8-11am	Club Day 2 Min Class models (3 flights)	Coominya
March	Sat 2nd	3-6pm	Indoor - Delta Dart	BSHS
	Sun 10th	8-2pm	F1H State Champs (5 flights) and E36 club event (3 flights)	Coominya
	Sun 24th	8-2pm	Dale's Fun Day including P20	Coominya
April	Sun 7th	8-12pm	Trimming / Reserve Day	Coominya
	Sat 13th	3-6pm	Indoor - EZB	BSHS
	Sun 21 <sup>st</sup>	8-12pm	F1J State Champs (5 flights)	Coominya
	Sun 21 <sup>st</sup> to Sun 28 <sup>th</sup>		AFFS State Champs & Southern Cross Cup	Narrandera, and West Wyalong
May	Sun 5th	8-12pm	F1G State Champs (5 flights)	Coominya
	Sat 11 <sup>th</sup>	3-6pm	Indoor HLG/.CLG	BSHS
	Sun 19th	8-12pm	Club Rubber model fun and testing day including Frog models	Coominya
	Sat 25th	8-1pm	F1A State Champs (5 rounds, R1 240 secs)	Dalby
	Sun 26th	8-1pm	F1B State Champs (5 rounds, R1 240 secs)	Dalby
June	Sat 1st	8-1pm	Reserve F1A	Dalby
	Sun 2nd	8-1pm	Reserve F1B	Dalby
	Sat 8th	3-6pm	Indoor - Hanger Rat	BSHS
	Sun 16th	8-1pm	Club Fun Day including P20 & ½ Hr Scramble	Coominya
	Sat 29 <sup>th</sup>	12-4pm	Bar-B-Que & AGM	John's
July	Sat 6th	3-6pm	Indoor - P18	BSHS
	Sun 14th	8-1pm	Scale State Champs & club testing	Coominya
	Sun 28th	8-1pm	Club Power model fun and testing day including E36	Coominya
August	Sat 3rd	3-6pm	Indoor - Peanut Scale	BSHS
	Sun 11th	8-1pm	Mini Power & QDP (3 flights)	Coominya
	Sun 25th	8-1pm	E36 State Champs (5 flights)	Coominya
September	Sun 8th	8-1pm	P30 State Champs (3 flights)	Coominya
	Sun 15th	8-1pm	Reserve Day	Coominya
	Sun 22nd	8-1pm	HLG, TLG & CLG State Champs	Coominya
	Sun 29th	8-1pm	Reserve Day	Coominya
October	Sun 13th	8-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
	Sun 27th	8-1pm	100gm coupe and A1 Glider (each 3 flights)	Coominya
November	Sun 3rd	8-1pm	Open Rubber State Champs & Club 2 min class (both 3 flights)	Coominya
	Sun 10th	8-1pm	Reserve day	Coominya
	Sun 17th	8-1pm	Club Glider model fun and testing day including CLG & RC Gliders	Coominya
December	Sat 7th	12-4pm	Xmas party and prize presentation	John's place

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

## 2024 FREE FLIGHT CALENDAR

Ver 1 as at 1 December 2023

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