



**Flying Fifteen International
Western Australia
Newsletter**
February 2004



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President's Report

The 2004 Nationals have been sailed and won and from reading the report in this newsletter it was a highly enjoyable regatta - on and off the water. Thank you to all competitors and supporters from Western Australia who made the long trek to Tin Can Bay to fly the West Australian flag.

Well done Glenn Porter and Ed Repsevicius, #3670 "Escalator" from RFBYC, the 2004 Australian Champions. Glenn and Ed dominated the series and showed outstanding skills in interesting conditions! Rose and John Midolo #2672 "Gazelle III" from SoPYC also had an excellent regatta, taking second place in the Classic division.

Congratulations to Nick Jerwood, the newly elected National President of FFI-Australia.

On the local scene fleets sizes are encouraging and we have 63 boats officially on the register. However, I'm sure we all know of club competitors who have still to join the Association and I'd ask all to encourage these sailors to come aboard. Aside from the state association's role in conducting championship events and promoting and fostering the class, a strong state association ensures a strong voice at national and international level. If this argument isn't

persuasive enough to encourage joining then perhaps point out the role a healthy, active association plays in maintaining second hand boat values!

Our State Championships are only 6 weeks away and sailing out of RPYC Annex with courses off South Beach will be a new experience for most. Grant Alderson and Peter Mudford together with RCO Bernie Kaaks are well advanced in their planning and I look forward to seeing everyone at this regatta.

The first fund raiser for the NZ Worlds is almost underway - a '100 Club' with generous weekly prizes and a useful travel fund for the main prize. Tickets will be distributed to all clubs. Please support this venture and persuade your friends and relatives to contribute to the cause. Funds raised from this and subsequent functions will be distributed equally amongst all financial members of FFI-WA, going to NZ and sailing aboard fifteens representing WA.

Once again my thanks to Bill and Kerry Bland for co-ordinating this newsletter and thank you to the advertisers and sponsors who help support the publication.

I wish all fair winds and safe sailing.

Ron Humphrey

Esperance's Ffodder

I am pleased to report the Fifteen Fleet is alive and well down here in the Deep South. We recently had our 100% day and it was gratifying to see all fleet members make the effort to get out. We got our 100% and achieved the magical figure of 15 fifteens. It is not since the heady days of the Worlds in 99 that we could muster that many club boats out on the bay. There was a meal to follow and much good camaraderie was shared.

I would like to thank Peter Mudford for coming down earlier in the season to conduct a coaching clinic. Sixteen sailors attended a very successful weekend. The results were immediate and sustained. Several boats have lifted up a gear and have proven themselves capable of winning races. The newer sailors also came away with a much greater understanding, giving them knowledge to build on. Muddy comes down and donates his time and we are truly

appreciative. Thank You.

We have seen renewed interest in the Silver Division in Esperance with several out on the water. This is very pleasing and we are doing our best to follow the lead set by SoPYC in encouraging this division.

We had one heat of the club championships early in the season, and are just about to start the remainder of the series. The Wallaces won the first heat and have serious designs on the cup this year. They are looking forward to sailing their new boat on the Bay soon.

EBYC will be sending several boats at least up to the states and we look forward to renewing friendships then.

See you off Fremantle,

Cheers

David Swan

***We are looking for high density digital photos of
Flying Fifteen events for our Newsletter.***

***If you have any that you wish to publish
please forward to:***

kcolem@extragroup.com.au

Gero's Gibbers

With 13 boats in the pens and 9-10 boats consistently on the water, the Flying Fifteen fleet is the place to be in Geraldton. We are currently running 2 Championship divisions, a Classic and an Open, 5 boats in each. Fiddle de dee is still leading the way as the boat to beat across the finishing line and for introducing the highest number of new crew to the fleet, with the loss of the usual crew man at the beginning of the season!

The season may be heading for a close but enthusiasm is high for the forthcoming Indian Ocean Masters Games being held over the weekend 8th and 9th May. This major sporting event is sponsored by Westnet and will attract thousands of competitors and their families to the region.

Why not be a part of it all, if you are over 35 (applies to skipper only) you are eligible to enter. There must be a few of you who fit this criteria, well probably most of you! So do it now, visit the IOMG website, the **only way to register is on line at www.iomg.com.au**.

A few weeks later we have the annual Batavia regatta over the May long weekend 29th and 30th May; so put these dates in your diary and visit the Mid West to enjoy some of

Geraldton Yacht Club's hospitality and renowned winds!

As we have no hoist facilities available, launching will be off the beach or the public launching ramp nearby.

Our stalwart Fifteener Dave Reynolds has just returned from the Nationals at Tin Can Bay where he sailed Lock and Load with his daughter Keryn and they finished a creditable 4th in the Classic division, despite the sandbars in the estuary! A great time was enjoyed by all on and off the water, thank to Tin Can Bay Yacht Club for running a great event.

Dave Reynolds and Adam Semple

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Tin Can Bay

TIN CAN BAY YACHT CLUB

Flying Fifteen Nationals

9th – 16th January 2004

The Tin Can Bay Yacht Club, three hours drive north of Brisbane, hosted the 2004 Flying Fifteen National Championships. Tin Can Bay is a small town situated on the peninsula where Snapper Creek divides into two bays, one in a south easterly direction and the other to the northeast. During the regatta the many sandbanks on either side of both these bays were to prove awkward for the visiting sailors.

Club Commodore Mike Harrison and his team of very professional volunteers had prepared what was a very hectic programme; given that many competitors were not used to sailing in tides, sailing areas were restricted and courses had to be laid to get sufficient racing distance. A very busy social calendar, that would please all visitors to the event, was also organised.

The volunteers were too many to individually acknowledge name, but special mention of Ken and Lee Bubb who worked so tirelessly before and throughout the event. Recognition also for the measurers with their "sticks and stamps" and of the boat launching and retrieval team. This latter group was outstanding. After launching your

trailer was whisked away then as you approached the beach after racing your trailer was in the water waiting. Thirty-two boats in 27 minutes! A great effort.

Friday, Saturday and Sunday morning saw boats arriving from all over Australia. Many old faces, some new but all with a common goal to succeed. The SoPYC team, John Crosby and Graham Lillingston – "Family Funded" #3775; Kate and Phil Lammonby, #2906 "Just Another Victim" - Silver fleet and John and Rose Midolo, #2672 "Gazelle III" - Classic fleet sent their boats by container all the way to Tin Can Bay.

The RFBYC team of Glenn Porter and Ed Repsevicius #3670 "Escalator" and Ray Sebo #3572 "Relience 17" (with UK skipper Tony Lees) sent their boats by container to Brisbane then towed them north. There were entrants from South Australia, Victoria, the ACT and Brisbane along with the locals. Ian Cleaver represented Scotland and James Flower and Tony Lees the UK.

The SoPYC team arrived and rigged there fifteens a week early in hopes of some practice. However, high

winds meant the group played tourist and socialised with the locals. This was so enjoyable they also stayed for a week's relaxation after the regatta, sailing on a cruising boat and enjoying the local hospitality and Fraser Island.

On Sunday morning, Commodore Harrison welcomed all participants and supporters and wished them good sailing, fair winds, success and above all fun! The RCO from Royal Queensland Yacht Club had few but decisive words covering race control. Ken Bubb dealt with house matters, the programme, launching and retrieving of boats, and the social calendar.

With measuring and briefings done the Invitation race was sailed on Sunday afternoon. Competitors getting their first experiences of tides, sand banks and the start team. The start crew proved outstanding throughout particularly

with there no nonsense approach to OCS offenders. With races having to be accommodated in the two hours before and two hours after ebb tides, there was little room for error or time to be overly tolerant.

The Invitation race clearly showed there was going to be very strong competition in all divisions, Open, Silver and Classic. Full results for this and all races can be found on the national website at www.flying15.org/aus/results/2004_Nationals_Results.htm.

With the shake down race out of the way skippers, crews and friends gathered at the club for the Welcome Party, and what a party!! The local ladies excelled themselves. There was so much food and such variety it was almost overwhelming; along with the sponsored drinks for the night. This established the social spirit that



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was maintained throughout the regatta.

Monday saw the first serious races with all boats on the start line to a moderate breeze in race 1 and slightly more breeze in race 2. WA boats showed that they again were going to be a force with Glen Porter showing the way and Ray Sebo and John Crosby also getting reasonable results. John and Rose Midolo took out two 2nd place finishes in the Classic Fleet.

Using the tides to advantage was already becoming paramount with some going to extremes not only in these initial races but right through the regatta. Running aground became a common experience for some. After the first day of serious competition it was a quiet night at the club although some crews were already busy tweaking and tuning and hoping for better results on day 2.

Races 3 and 4 on Tuesday were sailed in similar winds and with similar results. On the Tuesday night the locals again showed what hospitality was all about with their Pool Party.

Great food, swimming, fun and frivolities.

Wednesday race 5, all boats got to the line and the wind stopped. The RCO only waited for half an hour before sending the fleet back to the beach. An hour later all boats were back on the water to complete race 6. Again our WA boats performed well.

Thursday and races 7 and 8 saw mixed results with some WA boats dropping back. John Crosby did not compete due to injury, but Glen Porter maintained his position at the head of the Open Fleet. John Midolo had a first in the Classic division.



Friday's programme was a rerun of race 5 and then race 9. Both completed in short time with two short courses being set allowing boats back to the beach to unrig and for containers to be repacked. The locals assisted as always and the task was out of the way in about two hours.

For Kate Lammonby Friday turned out to be a black day with the borrowed main ripping out of the mast track in the heavy winds in the second race. Bets were being taken on the start boat as to when the mast would break. Fortunately the gamblers were wrong and damage minimised. As the only lady skipper in the Regatta Kate deserves kudos for her sailing.

The final evening's presentation dinner yet again showed how well a small club could organise a very successful regatta. The recognition

of winners, the prizes, the humorous misdemeanours and the social ambience was fantastic. The benchmark has now been set for other clubs holding National Titles.

Congratulations must go to Glen Porter who won the Open Fleet Regatta, John Midolo for his credible 2nd in the Classics and to the first South Australian entrant Clive Arnold who won the Silvers.

The regatta showed that all divisions of the F15s are very strong with competition at a very high level.

To all WA boats get yourself prepared for the Nationals in South Australia next year and for the 2005 Worlds in Auckland NZ. If this event is any guide both are sure to be great fun.

Phil Lammonby
Crew of #2906 "Just Another Victim"



F15 Tuning Guide

The following recommendations are based on the past 23 years of extensive involvement with the Flying 15 class. The data collection started with my 1979 Worlds winning boat "Free-n-easy" and continues to be updated. The '97 Nationals where we finished 3rd and the '99 Worlds where we were 9th, and more recently fitting out and tuning a new Windrush has continued my interest in the class. Input from my customers also helps me maintain this guide as a relevant and current tuning sheet.

There may be differences oriented to your regular crew combination, however without consulting with you and personalising your boat I would strongly recommend starting with the following "Standard" and tuning from there.

The tuning data is based on the specific design of my sails and is particularly relevant to these designs.

MASTS

Many and varied masts can be used. The Flying 15 is by nature a powerful boat. It must be sailed very flat (upright) and with "normal" size crew will be fully powered-up in the eight to ten knot wind range. For this reason I believe the mast must be light in weight and very gust responsive. Close to the

maximum allowed flexibility if you have a light crew weight. The following masts are common in the class and all will do the job. My personal favourite is the Goldspar "Flippy-top". The newer JHC mains are cut to suit all three masts and require less mast bend to de-power than earlier (Pre 2000) sail shapes. Accurate mast ram or "lever" control is essential.

1. Goldspar "flippy-top" (Bend equivalent to the Epsilon).
2. Superspar M7.
3. Proctor "Epsilon" (Stiff bottom, flexy top.).

SPREADERS

440mm long. 173mm mast track to wire line

Height; on masts 2, 3. As supplied ex factory.

Goldspar = 2870mm above sheer.

(Poke = sideways deflection of stay.
Cant = Forward deflection)

On 1 and 2 Poke = 30mm. Cant = 20mm.

On 3 Poke = 20mm. Cant = 0 to -15mm.

On the flexy masts (1 and 2) the pre-bend, under rig tension (with only the jib up), should be zero. On

the stiff masts like the Epsilon the pre-bend should be 40mm plus.

All other mast measurements maximum length and height to class rules.

Mast Foot

3885mm to top of transom.

Mast at deck (gate) able to go to max. 3850mm from transom.

Chainplates

1470mm apart. 520mm from front of mast.

Rake

7400mm in very heavy air to 7540mm in light air. With sidestay tension at 33 on a "loose" gauge. (7490mm is a good "all round" position). Measured with a measuring tape on the main halyard at sailing height, to the top centre of the transom).

Jib

Maximum forward on deck (1676mm from mast).

Sheets

910mm apart. Sheet angle set to 40% mark on jib clew.

Mainsheet

End of boom. Deck bridle 270mm high in centre.

2:1 system (not single purchase) OR. Split Sheet bridle with 3:1 in the centre of the boom. Final pull 2550mm from transom, 400mm above the floor.

Foot Straps

350mm apart, level with the deck at the centre of the loop (hobbles same height to top of foot loop). Fastened at the aft bulkhead/floor intersection and 1500mm forward for skipper. Adjacent to the mast to 1500mm aft for the crew.

Tiller

1270mm. Extension: 950mm (attached maximum forward on tiller).

Sailing Upwind	0 – 8 knots	8 – 15 knots	15+ knots
Rig Tension	2 > 20	18 > 40	40 to 43
Ram or chocks	Max forward	0 < -5mm	0 > 5mm
Vang: Water	None	To fly top woofs	Max
Waves	None	To fly top woofs	
Outhaul	Max	Max < 40mm	Max
Cunningham	Shifted relative to the Sheeting line on the jib and woofs		
	1 – 2 holes aft	On 40% line	1 – 3 holes aft
Jib Sheet Tension	Mark sheet at cleat with firm sheet pressure on		
	1 > 3cm off	On to mark	0 > 4cm off

Keel

Position 3900mm. Maximum profile. Minimum weight.

Upwind the boat must be very flat. The only time you deliberately heel to leeward is in calm conditions to assist with sail setting. Try for windward heel and you will achieve "flat".

Do not "Fight the tiller". If the boat wants to broach, LET IT, and correct the helm by easing the main and pulling away only at the top of the groove (after the "round-up").

Do not Cleat the mainsheet. Use a 2:1 end boom system (or split rear with 3:1 in the centre) and trim constantly. You cannot cleat the main and gust respond quickly enough. You must use the mainsheet **constantly**, to steer the boat.

Hike out to maximum physically possible. Before using the mainsheet to keep the boat flat.

Do not de-power with mast ram ** or you will lose mainsail leech pressure and won't point. Pull outhaul to the "band" then vang as much as necessary to flatten the main and de-power the rig. Only ease very small ram as a last resort. **in "Ocean" waves ease slightly more ram to enable boom to stay centred longer.

Set rig tension for the finest jib luff entry you can comfortably steer to.

More tension = finer entry = flat water.

Less tension = rounder entry = rough water.

In rough seas and with lighter winds, leave sails fuller, less vang, boom in the centre. Use mainsail "twist" to keep the boat flat and sailing fast.

In flat water err on side of flattening sails, much more vang, sheet eased to keep the boat flat and sailing fast.

Concentrate sail tuning on the front of the jib and the back of the main.

Jib sheet angle and tension set to top and bottom telltales, so they both stall together when sailing in the "top of the groove". Middle telltales set with rig tension to stall with the top and bottom telltales.

DOWNWIND (Running)

Rig tension fully off.

Spinnaker halyard down 250mm.

Topping lift to level the clews. High in a breeze, lower as the wind drops.

Vang to keep the main leech slightly curved forward.

Do Not square run. Steer to the mainsail leech pressure (Approx. 15° off dead square).

Boat balanced for a lot of windward heel and neutral helm. Steer with boat heel not the rudder.

Boat trimmed to lift the stern in light winds, with skipper to leeward and forward if necessary so the crew has the spinnaker in sight.

Spinnaker must "never" collapse, however, the luff must be rolling in.

Jib must be furled for maximum spinnaker efficiency.

DOWNWIND (Reaching)

Rig tension eased. Boat must be very flat.

Spinnaker halyard fully up. Topping lift up until luff breaks evenly.

Jib furled in light winds and very heavy winds.

Vang soft in light winds or spinnaker reaching, tight otherwise.

Main foot outhaul eased heaps except in heavy airs.

Ease vang if spinnaker reaching (for control in heavy winds).

Steer down a long way in gusts and up higher in lulls to maintain planing. Try to sail a course to leeward of the rhumbline.

CREW WEIGHT

If you are a light crew (under 155kgs) work up to carrying the maximum allowable clothing weight.

Fat = Flat = Fast

The mast spreader configuration is the method of fine tuning the rig to your particular crew weight.

Less crew weight = less poke

More crew weight = more poke

10mm is a large adjustment to spreader poke.

Keep an accurate comprehensive "daily" tuning log.

Hull must be minimum weight and very stiff.

Keel must be minimum weight and maximum profile.

All underwater surfaces must be extremely fair and very smooth.

The Flying 15 "demands" a high level of physical fitness. The ultimate fitness training is sailing the boat. If, like most of us, you cannot sail daily then you must have a supplementary training routine. Half an hour of "Aerobic" and half an hour of "specific muscle" work, (weights) on alternate days should be sufficient. Time in the boat is the only way to build the team work and skills required.

An hour of high intensity "planned practice" is worth many days of racing.

Racing without practice reinforces the things you are doing badly.

John Cassidy

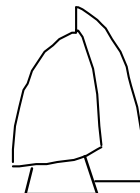


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Freshie's Forum

A big congratulations to Glenn Porter and Ed Repsevicious, the new National Champions!!! They obviously sailed a consistent series at Tin Can Bay Yacht Club in testing conditions and even missed a race through gear damage and did not even having to sail in the last race! A fantastic result for Western Australia and Royal Freshwater Bay Yacht Club. Its great to know the quality of our fleets here in WA are as good as anywhere. Well done also to Ray Sebo who took his boat over and had a guest skipper from England, Tony Lee, to steer the boat. They finished a creditable 8th overall.

The International Classes Regatta was held in December and although numbers were a little lower than expected, the competition was tight. It was great to see boats from SoPYC as well as RFBYC compete and I see this series being a great social and competitive event for the Metropolitan clubs as well as being an open event to all Fifteens. With positive comments from several Fifteeners we will make some changes and aim for a bigger and better regatta next December. This will make for a good tune up before the Adelaide Nationals a month later.

On the home front at club level Greg (Levo) Leaversuch has been getting the gun far too often for most

peoples liking. He has even been doing it without his regular crew Peter (Baddie) Barblett. In fact, we all thought Baddies job was on the line but he came back and they had a win together just to prove everything was okay!! In the absence of Nick Jerwood being overseas for work, Grant has been keeping 'Spot The Difference' near the front of the fleet. Ron Packer has been out of action since the beginning of the season following an operation on his wrist but Peter (Muddie) Mudford has been getting the 'Affrodisiac' wet and a regular at the helm is Darin Maher. Bruce McGeorge has had the services of Bill Bland at the front of the boat and Geoff Totterdell and Shane Yensch have been winning most of the Club Championship races.

We are currently preparing for the State Championships to be held at the RPYC Annexe over the Easter break 9th - 11th of April 2004 and there will be a notice of race out very soon with all the details. Bernie Kaaks is the Race Officer for this event so I'm sure it will prove to be a huge event both on and off the water. We are programming for some great social events so we encourage all fifteeners to come and enjoy the biggest event for Flying 15's this season.

Grant Alderson

Bunbury's Barnicles

The 2004 season has not seen a group of fifteens sailing on the bay. I have been led to believe that a solo fifteen has taken on the Division IV fleet and has showed them the way around the bay.

Unfortunately it looks like the fleet may well be in for a struggle to get itself out of the place it is in at the moment, but if we could only get some of those keen sailors from Busselton out for a ride they may well take up the challenge of sailing one of the most exciting boats

around.

It seems as if somethings have been working against the fleet at Bunbury but with one or two of the remaining people to drive the fleet into the next season I am sure they will get the fleet numbers to a respectable level again.

Well as I'm the last one to get their report in and a printing press awaiting I must go and hope to catch a few old friends on the water soon.

Bill Bland

Flying 15 2004 State Championship

Notice of Race

available on FFIWA Website

or directly from

Royal Freshwater Bay Yacht Club

Annual General Meeting

*Flying 15 International
Western Australia*

on

Saturday 10th April 2004

at

1700 hours

at

Royal Perth Yacht Club Annexe

Challenger Harbour

SoPYC Snippets

Early interest has been based around the launching of the two new Sail Power Fifteens for Peter Burtenshaw and Rupert Leslie and how they would perform against Greg Omay's Southern Star IV. Open Division racing to date has been dominated by Greg and it has taken time for the full potential of the two new boats to emerge. The remainder of the season will provide some tight racing.

The South of Perth Yacht Club fleet has developed to around 30 boats including five imported from Hong Kong. Open boats were purchased by John Hassen and Ian Anderson taking that division to around ten, a Silver by Avon Sherwell and two older Classics. This has all

happened in half-a-dozen years and has come a long way from the fleet of \$2,000 boats.

Racing in the Silver fleet has seen a range of winners with five or six boats sharing the honours. The Classic fleet continues to be led by John and Rose Midolo on Gazelle III who managed a creditable second in the Tin Can Bay Nationals.

Racing has seen a range of breezes and included again this season has been back-to-back racing. This occurs approximately once a month and the fleet benefits by the greater concentration of tactics.

Paul Stead

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Flying 15 Season 2003/2004

Invitation Events

DATE	EVENT	CLUB
Sat 4 Oct	RFBYC Opening Day : 1400	RFBYC
Sun 5 Oct	SoPYC Opening Day : 1400	SoPYC
Sun 26 Oct	Invitation Race at SoPYC : 1400	SoPYC
Sat 22 Nov	Invitation Race at RFBYC : 1400	RFBYC
Sun 23 Nov	Invitation Race : 1400	KBSC
Sat 6 Dec	International Classes Regatta : 1630	RFBYC
Sun 7 Dec	International Classes Regatta : 0930	RFBYC
Sat 13 Dec	International Classes Regatta : 1630	RFBYC
Sun 14 Dec	International Classes Regatta : 0930	RFBYC
Sun 22 Feb	Invitation Race at SoPYC : 1400	SoPYC
Sat 28 Feb	Labour Day Regatta : KBSC	KBSC
Sun 1 Mar	Labour Day Regatta : KBSC	KBSC
Mon 2 Mar	Labour Day Regatta : KBSC	KBSC
Sat 13 Mar	Association Rottnest Weekend	
Sun 14 Mar	Association Rottnest Weekend	
Sun 28 Mar	Invitation Race at SoPYC	SoPYC
Fri 9 Apr	State Championships RPYC Annexe	RFBYC/RPYC
Sat 10 Apr	State Championships RPYC Annexe	RFBYC/RPYC
Sun 11 Apr	State Championships RPYC Annexe	RFBYC/RPYC
Sun 18 Apr	SoPYC v RFBYC Teams Race	SoPYC
Sat 24 Apr	RFBYC Closing Day	RFBYC

FFIWA Newsletter

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