



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.startek.com.au/brmfc

Inc. No. A0001288M

NEWSLETTER – January, 2010

Committee 2009/2010

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The next meeting of BRMFC is to be held out at the flying field on Wednesday January 27th 2010 commencing at 7.30PM. Please come along to the meetings and support your club and be part of the decision making process. Don't forget to bring a plate for supper. HAVE A FLY BEFORE MEETING.

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Annual Display – 28th March 2010
4. ARF Scale Competition Future Direction
– Event Planning

5. Domain Name Registration
6. Sausage Sizzle Post Mortem
7. Xmas Party/Raffle

Points of interest from the last meeting

Extract of newsworthy items from the minutes of the last meeting held on 25th November 2009. Note: Some events/activities may have concluded or been modified as circumstances change.

1. Wind Farm

Secretary checked WestWind web site: <http://www.w-wind.com.au/> on 25th November – Last updated on 16th October. No information relating to Lal Lal Wind Farm.

2. Field Maintenance

Max Rowan made the following comments:

- Suggested that the club purchase a spare belt for the mower so that we have one on hand. They are a high wear item and will save a lot of inconvenience when the current belt fails.
- Propose to use roundup to kill the grass growing under the matting that was laid the day before the ARF Scale event. Will wait until the canola crop is harvested.
- Mat Werner and Richard Turner have been assisting with the mowing recently over the high growth period.

3. Domain Name Registration

Still on the todo list.

4. Sausage Sizzle – Bunnings on 26th December

We received the Council Temporary Food Permit via post on 24th November. The permit application was submitted and paid for online via the council web site on the 20th November. The Secretary used his own Mastercard and was reimbursed the \$5 fee from petty cash.

The CFA were running the sausage sizzle at Bunnings on a recent hot Saturday and they advised that by 4:30PM they had gone through 41 loaves of bread (equating to approx 820 sausages) and sold over 300 drinks. Being Boxing Day it will be difficult to judge what business will be like.

Murri Anstis volunteered to look after the drinks. Need to purchase Coke, Zero, Schweppes Lemonade, Orange, Solo and a little bottled water. Organize car fridges and ice. Need to watch the weather forecast as the temperature will make a significant difference to sales. If hot – 100 Coke, 50 Zero, 50 Orange, 50 Solo & 50 Lemonade required. If cool halve those quantities.

Glenn as usual volunteered to buy the onions and slice up – need 15kg (stats show we use 1.75kg/100 snags)

Secretary will order 850 sausages from Ballarat Meats a week before the event and arrange to pick up on their last business day before Xmas.

Secretary is to send out the revised duty roster ASAP and send signed reply form to Bunnings confirming that we will run the event on the day allocated.

Action: Glenn White to purchase onions and slice.

Action: Murri Anstis to look after soft drinks.

Action: Secretary to send confirmation letter to Bunnings. (Done)

Action: Secretary to send out duty roster and order sausages. (Done)

5. Annual Display – 28th March 2010

- Display sub-committee was appointed at last meeting: Messrs Jeff Dowsley, Max Rowan, Matt Porter & Rob Beardall.

- VMAA Public Display application permit has been sent off.
- The display planner was emailed to the sub-committee.
- Need to get 3 new advertising banners organised.
- Core flute has been suggested for road signs (6 off) – will require two star pickets and cable tie to display (eyelets in core flute would make them more durable) Need a working bee at field to stencil directions on both sides of core flute ensuring arrows are in correct direction.

6. Xmas Party/Raffle

A booking was made on 22nd November at the Atlantic Hotel in Skipton Street for **Wed 16th December 2009** 6:30PM. The numbers will be confirmed a week in advance.

Raffle: The Secretary handed out books of raffle tickets to the members present at the meeting.

Glenn White is making up the hamper and members are encouraged to donate items to boost the prize. Please bring out to the field on Sunday mornings and hand over to Glenn.

(Last year we sold 360 \$1 tickets and made a profit of \$245.)



Bronze Wings



BRMFC President Matt Porter is presenting Dick Turner with his Bronze Wings on Sunday 24th January.

Richard (Dick) Turner gained his Bronze Wings accreditation on Sunday 6th December and was presented with the wings issued by the VMAA on Sunday 24th January by club president Matt Porter.

Dick kindly thanked all those who have helped him with special thanks to Max Rowan. Dick said learning to fly had been a lot harder than he thought it would be.



VMAA News

- **Grants/Loans** – Due to the number of Grants/Loan applications the VMAA is receiving from clubs it has been decided that the policy guidelines need to be expanded.
- **State Field Purchase** – It was moved and carried at the VMAA Executive meeting held on 10th December 2009 that the VMAA purchase from the MAAA the property situated at 214 Quails Road Darraweit Guim (the State Field) for approximately \$270,000. The VMAA will fund this transaction with an initial payment of \$40,000 and the balance to be paid as a loan from the MAAA over a period of fifteen (15) years.
- VMAA is encouraging clubs both Country & Metropolitan to invite the executive to their field to meet & greet the VMAA committee.
- The **2010 MAAA Council Conference** is to be held on Saturday & Sunday 22nd & 23rd May 2010 at the Lakes Resort Hotel, West Lakes South Australia. The VMAA President, Vice President, Secretary & Treasurer will be attending. An agenda item to be considered is increasing the heavy model permit from 7kg.



New Models seen at field

Mat Werner had his latest pride and joy at the field on Sunday 17th January for a test flight and heavy model certification. The model is a Yak 54 by Sportsman Aviation. It has an 84” wingspan, weighs 7.5kg and is powered by a DL50 50cc petrol motor swinging a 22x8/10 wood propeller. Murri Anstis was giving it the heavy model inspection in the shed and from what I could see Mat has done an excellent job of the assembly and preparation for flight.



Mat Werner with his latest model – a Sportsman Aviation Yak 54 powered by a DL50 50cc petrol motor.

There was a fairly stiff breeze blowing by the time it was ready to fly but Mat thought it was well within his and the Yak’s capability. With the motor ticking over nicely Mat opened the throttle and the Yak headed straight down the runway then lifted off and climbed out with authority and obviously well under control. We were then treated to a quick 360 degree roll moments after liftoff indicating that

Mat was comfortable with the model and it was behaving as expected.

Mat flew it around for about 10 minutes doing all the snap manoeuvres that these types of aircraft are renowned for. It was obvious to all who were looking on that the Yak was an impressive performer and the DL50 had oodles of power. After I assume, satisfying the heavy model inspector Mat brought the Yak 54 in for a very smooth landing.

Well done Mat!



Crash Report

Russell Aggett got into difficulties with his Chipmunk on Sunday 17th January. After takeoff it was heading toward Spredaegle Road and apparently was wildly out of trim. I suspect that while wrestling with the trims it got too far away to know what it was doing, resulting in an unfortunate crash in the paddock on the other side of the road. Bad luck Russell!

Mat Werner has been flying his 3D Profile Extra for some time now; treating us to lots of low level snappy manoeuvres. Finally on Sunday 24th January the inevitable happened and it met mother earth nose first. Mat said it was a case of dumb thumbs and ironically he had already ordered another one of these models – he must have had a premonition. Bad luck Mat!



Tips & Tricks

Lightening Holes – Glenn has come up with a method to mark out neat lightening holes between ribs in control surface built using the sandwich method. ie. Half ribs are glued to both sides of a thin sheet which is the outline of the control. Find a washer with appropriate wall thickness and place on the sheet between ribs. Insert a pen in the hole of the washer and run around inside the ribs and leading & trailing edges. You should now have a neat lightening hole to cut out.

Air Brush – The siphon tube in my (Roger) air brush has always been too short (nothing worse!) so I was looking around for a replacement tube. Thought I'd try silicone fuel tube; it worked for a while but it swelled up twice its size in a couple of hours using acrylic paint and general purpose thinners. Next I tried *tygon* fuel tubing and that did the same thing. Interestingly the silicone tube eventually went back to its original size, while the *tygon* remained soft. I mentioned this to Noel at the field the next Sunday and he suggested the plastic tube that holds the ink in a ball point pen. Voila! It worked. The thinners had no effect on that plastic. By the way it was a *Papermate Kilometrico* pen.



Events

Christmas Party and Raffle

The Christmas Parties seems to be coming around ever so quickly these days. This time we held it at the Atlantic Hotel in Skipton Street on Wednesday evening 16th December. It was well supported by the members and their partners with about 25 people in attendance and from what I could see, everyone seemed to be enjoying themselves.



What a happy bunch o' revellers!

The Atlantic has a smorgasbord menu at very reasonable prices and has good sized lounge that accommodates large groups. My (Roger) pet hate when you order at these types of events is that they only take your table number. Then when the order arrives you have to sort out whose it is. It's a pity the system in hotels etc doesn't allow for your name to be included or some other way of identifying the meal. Sometimes the person who orders first gets their meal last when the same meal is ordered by more than one person. Anyway we got around that okay and everyone got what they ordered and enjoyed their meal.

As usual I had the task of collecting the raffle ticket butts & money and getting the draw ready. There were plenty of helpers to scrunch up the tickets and put them in the draw box. We also managed to sell a few tickets to other patrons in the lounge.



Looks like the photos were taken before we started to eat. Great to see a strong rollup of members and partners.

Glenn’s wife Judy made up the raffle hamper which was supplemented by some very nice donations from the members. As you can see below it became an excellent hamper full of all sorts of Xmas stuff.



This was the raffle prize. It certainly turned out to be excellent value. Note the bottle of Johnny Walker! Looks like Noel is deep in thought – probably thinking about his flight manoeuvres for the scale event at the Nats.

The raffle was drawn at 9PM by a hotel staff member and the winner was Glenice Harrison of Avoca with ticket number 0090. Matt Porter sold the ticket and delivered the prize and maybe sampled the scotch. It’s very convenient when the prize can be taken away by the winner or someone to deliver it. This time we sold 392 tickets, a modest improvement on last year.

Once again, a very successful club event.

Sausage Sizzle at Bunnings on Boxing Day

When we were notified by Bunnings back in August that our date to run the sausage sizzle was Boxing Day, we thought we’d drawn the short straw. Who’d want to eat snags the day after Christmas dinner? Our apprehension was quickly laid to rest as the customers rolled in.

With Xmas Day the day before being a holiday and many businesses shutting for the break a day or two before, meant that the major purchase of the sausages had to be done on Thursday 24th December before midday. 850 snags occupy a fair bit of space – completely filling a

medium sized refrigerator and they must be kept below 5° C (4 bags 200 & 1 bag 50). The club purchased a 65L Esky Cooler (as it turned out from Bunnings a few days beforehand) to store the bulk of the snags on ice during the event rather than using multiple smaller car fridges – this streamlined the process immensely particularly with regard to the compulsory temperature measurement every hour.



The morning shift! Glenn (obscured – some say he’s a bit obscure!) is the cook, Murri’s cutting up onions while John & Tina are serving.

As you can imagine it took a bit of organizing the duty roster given that it was on Boxing Day. Bunnings require you to be operational between 9.00AM and 4.00PM so it’s a long day and requires a change of staff throughout the day. It was broken up into three shifts – morning, midday and afternoon with about 5 or 6 members allocated to each with a half hour overlap.

The morning shift arrived to begin setting up at 8.00AM and I (Roger) purchased 30 loaves of bread to start with on the way there. At this stage we weren’t really sure how sales would go. Bunnings staff had set up the gazebo so we were ready to rock & roll. Glenn was cook number one and fired up the hot plate to get things moving. It wasn’t long before we had a trickle of customers.



Sometimes the queue stretched back a fair way!

Murri was looking after the drinks to make sure there were plenty on ice at all times. Matt P. brought the crushed ice for the drinks and sausages and also ran errands to get

extra bread and a few other sundry items. It started off coolish in the morning but once the day progressed it got to around 23° which was really the ideal temperature. Couldn't imagine what it would be like in the gazebo on a 37° day.



Something's certainly got Murri and Tina's eye and the customer as well! Photo also shows a good view of our much applauded sausage holder on the counter.

Overall the day ran pretty smoothly with the members rostered on turning up at the allotted time to take over. Noel was cook number two followed by Jeff. Each one spent around 3 hours slaving over the hot plate. We had a pretty good system running with members cutting up onions, preparing bread and serviette, and serving the customers. When it's busy it takes about 5 people to cope with the demand.



This must be the midday shift! Noel's on cooking detail, Peter E. cutting up onions and Gavin serving up.

One of the improvements we recognized from the last time was to get a sausage holder. Glenn and I made one a day or two beforehand out of 90mm PVC storm water pipe and a couple of lengths of 2x1 pine. We finished up with a holder that could accommodate 7 sausages (why 7, that's how long the pieces of timber were!). This meant that those serving could just place them on the holder and let the customer put on their own sauce. In fact we had some very nice comments from several customers saying how good it was. I guess they were regular Bunnings sausage

sizzle customers that have had to jostle with sausages, money, putting on sauce, all without a holder.

As the day warmed up drinks became more popular and were well worth the effort. Murri had the supply in his trailer and regularly topped up the green drum that we were serving from.

I spent most of the day handing out club flyers to customers. The overwhelming majority showed an interest in our club. Over 200 flyers were distributed to the public which hopefully helps to promote our sport/hobby and the club. If we are to survive we can't hide under a rock so to speak.



The afternoon shift and it's quietened down a bit! It's Jeff's turn on the hot plate and he was raising a sweat, Murri's still cutting up onions with Nathan lending a hand, Richard & Allister are serving.

It sure is a long day but you try and get a bit of banter going with the customers – it all helps to make the time pass and the overall experience that bit more enjoyable. During the morning shift Grant was certainly engaging light heartedly with the customers. It was really busy from around 10.30AM through to 2.00PM. Often there was a queue of people waiting to be served and then they would ask for 5 or 6 and drinks to boot. Without doubt it exercised the mental arithmetic skills of those serving.

Around 3PM we calculated that we would need some extra sausages, bread & onions to be able to keep going to 4PM. Graeme (A1) rang to see if we needed any help mid afternoon and was asked to pick up enough supplies for another 60-70 on his way back. We sold about 30 of the extra purchased and froze the remainder for club events.

At about 4:30PM we decided to pull the pin and started to clean up. That in itself is quite a job as the BBQ and gazebo have to be thoroughly cleaned to the satisfaction of the Bunnings duty officer who inspects it prior to signing off on our booking sheet. I'm sure we left it cleaner than it was when we arrived. Those on the last shift that may have missed the midday rush made up for it with the burden of cleaning up.

All in all it was an excellent day that exceeded our expectations. We sold 878 sausages and 198 drinks returning the club a handsome profit of \$1600.

(Wondering how I could do this full time – just gotta work out how to get the members to work for nothing!!!)

In winding up we must thank the members who were able to donate their time on what was a public holiday. There were a lot who would have helped but were unable due to family commitments. We must also thank Bunnings for providing the excellent BBQ facilities and the right to raise funds on their premises. Last but not least we must thank all the customers who supported our event.

63rd Nationals at Albury – By Glenn White

No sooner than Christmas was out of the way the Nats were upon us. Half a dozen of us made the trip up there, Rick and Pam, Graeme A, Noel, Roger and I.

The weather forecast was for it to be hot and hot it was. The days were well into the thirties and it didn't cool down much at night. The air conditioner in the Motel ran continuously, maybe they should consider moving the event to a different time of year to get away from the worst of the heat.

We all arrived up there on the Tuesday (29th December) afternoon in time to register. I expected the administration building to be a beehive of activity like previous occasions, I was wrong, just a couple of ladies there to look after the registrations. The atmosphere just wasn't there; it was nothing like the Nationals used to be. I think this may be the last Nationals in its current form.

Roger, Noel and I stayed in the Australia Park motel as did most of the other members of the scale association. Graeme was just across the road at the Paddle Steamer he reckons the receptionist was better looking! Rick and Pam stayed closer to the CBD.

There was only Noel that had to have his model statically judged as the rest of us (barring me) were entered in ARF, which was flying only. On the Wednesday we were up early and after a good breakfast headed off for the administration building for the static judging. Thankfully there was a little more activity as the stadium gradually filled with some nice models



The lineup of F4C models awaiting static judging.

Noel was like a cat on a hot tin roof but soon had the Bulldog ready and was first to be called up. I have only had three models statically judged and hated every minute of it; you build models to be admired not for judges to find faults with them, why do we do it?



Here we see Noel explaining the finer points about his Bristol Bulldog to the judges Graham Godden and Anthony Mott.

There were only five entrants in F4C and by the time they had all been methodically judged most of the morning had gone. With a free afternoon we decided to drive out to the Twin Cities club flying field to check things out. The field was set up for pylon racing so we spent some time watching them; also there was activity at the adjacent hard deck control line pad.

Thursday was the big day for the flying competitions. We were out at the field nice and early, as F4C was scheduled to be flown first followed by Large Scale and then ARF. There were 5 in F4C, 11 in large scale and 12 in ARF. With only two days to complete three rounds (84 flights) things had to be moved along smartly.



The real moment of truth – Noel Findlay is assembling the Bristol Bulldog for its first competition flight.

With the exception of the heat the conditions were good for flying. Noel was first to fly and not having had much time to do any practice the Bristol was a bit of an unknown. I don't recommend that the first round at the Nats is the ideal place to do a new maneuver for the first time. The take-off wasn't too bad but it was immediately obvious that the OS 200FS was going to be very marginal.

Noel had difficulty gaining enough height to do the aerobatic routine required. Although he managed to get through the round he didn't score well. John Lamont flew his Percival Gull and was having a nice flight until he had a mishap on landing tipping the model over damaging the

canopy. Alf Williams had a good flight scoring well as usual. Noel Whitehead's trusty old Boomerang (19yrs. old) was the only casualty of the whole contest. The engine wasn't pulling well and just after take-off he hit the rates switch instead of the retract switch resulting in the demise of the Boomerang way over behind the trees to the north of the field. The only other contestant was Bill Mansell flying his Space Walker.



Alf Williams' Tiger Moth is captured here on takeoff. Alf said it's powered by a 180 size four stroke which gave it excellent scale like performance. Came first in F4C.



Rick Pimblott with his electric powered Piper Pawnee. Rick managed three reasonable flights.

Large scale was next; I was one of the judges as none of our members were entered in this event. There were a couple of nice Spitfires that flew well and Mark Collins large Beechcraft D17 Staggerwing. John Lamont had a good flight with his Spacewalker scoring well and three models failed to start.



Roger Carrigg and his Great Planes Super Stearman – finally it has the spinner fitted.

Following large scale was A.R.F. with Rick being first up with his electric Pawnee. I don't know how the judges scored "engine noise" but I am sure he would have been marked down. Graeme A. flew his new Cessna 182 but lack of practice shone through not scoring as well as he would have liked. Roger had his Stearman and put in a reasonable flight getting the second highest score for the round, John Lamont's Extra the only one to beat him.



Graeme Allen and his OS 120FS powered CM Pro Cessna 182. Graeme's first flight was a bit wobbly – from memory it was quite windy at the time, but his second and third were quite good enabling him to snatch 6th place ahead of Trevor Pugh and our Rick.

Another round of F4C was flown in the afternoon heat, we were now down to four and the results were very similar to the first round. Due to the poor performance of the Bristol Noel was fast losing ground to Alf's Tiger Moth.



Mark Collins' Beechcraft D17 Staggerwing powered by a DZY 100cc twin cylinder engine is on takeoff in the final round. Model flies with authority and won large scale.

Friday New Years day saw the completion of the remaining rounds with a repeat of day one with the exception of Noel and Roger. Noel had to land halfway through his round do to diminishing lack of power from the O.S. 200 ending all hope of catching Alf. Roger F*% ^#d up his 'touch and go' in the second round, costing him a chance of first place. (Immediately after touchdown which was quite good I thought, the Stearman started to veer left. I put in right rudder to correct but it wasn't having any effect and thought I'd put in the wrong rudder direction so then put in left and it turned sharper to the left and basically came to a halt. In the heat of the moment I powered on a little too enthusiastically while trying to turn

back onto the runway and it nosed up stopping the prop and the flight. Fortunately it didn't damage the wooden prop.) See score sheets below (Reprinted from John Lamont's newsletter – *Victorian Model News, February 2010*)

F4C RESULTS

CONTESTANT	MODEL	RND 1	RND 2	RND 3	FLT AV.	STATIC	TOTAL	
A. WILLIAMS (NSW)	DH 82 TIGER MOTH	2354	2309	2333	2321	2396	4715	1
N. SINDERLAND (VIC)	BRISTOL BULLDOG	2018	2113	DNF	2065.5	2586	4651.5	2
W. MANSELL (NSW)	SPACEWALKER	2057	2023	2216	2136.5	2047.5	4184	3
J. LAMONT (VIC)	PERCIVAL GULL IV	1717	DNF	DNF	858.5	2409	3267.5	4
N. WHITEHEAD (VIC)	CA-12 BOOMERANG	0	DNF	DNF	0	2260.5	0	5

LARGE SCALE RESULTS.

CONTESTANT	MODEL	RND 1	RND 2	RND 3	FLT AV.	STATIC	TOTAL	
M. COLLINS (VIC)	BEECH D17	2052	2106.5	2221	2163.8	2194.5	4358.3	1
N. SINDERLAND (VIC)	FOKKER D.VII	DNF	2068	1946.5	2007.3	2257.5	4264.8	2
J. LAMONT (VIC)	SPACEWALKER	2048.5	2056	2211.5	2133.8	2100	4233.8	3
G. HENRY (NSW)	SPITFIRE	2208	DNF	2252	2230	1849.5	4079.5	4
A. WILLIAMS (NSW)	FAIRCHILD 24	1533.5	2116.5	1537.5	1827	2107.5	3934.5	5
P. WINTER (VIC)	PIPER J3 CUB	1894.5	1678.5	1595	1786.5	2098.5	3885	6
G. MUDIE (QLD)	CHRISTEN HUSKY	1431	1746	1761.5	1753.8	1867.5	3621.3	7
D. ANDERSON (QLD)	SPACEWALKER	DNF	1753.5	696	1224.8	2207	3431.8	8
D. BALFOUR (NSW)	CURTIS ROBIN	1815	DNF	DNF	907.5	2205	3112.5	9
W. MANSELL (NSW)	STINSON RELIANT	DNF	DNF	1910	955	1894	2849	10
N. GLEW (NSW)	SPITFIRE	2126	2068.5	DNF	2097.3	0	0	11

ARF RESULTS

CONTESTANT	MODEL	RND 1	RND 2	RND 3	TOTAL	
D. TENNANT (NSW)	YAK 54	2317	2501	2614	2557.5	1
J. LAMONT (VIC)	EXTRA	2378	2247	2364	2371	2
R. CARRIGG (VIC)	STEARMAN	2357	1918	2211	2284	3
A. OGLE (ACT)	MESSERSCHMITT Me 163	2207	2341	2056	2271.5	4
D. HOBBY (VIC)	DH 82 TIGER MOTH	1775	2071	2305.5	2188.3	5
G. ALLEN (VIC)	CESSNA 182	1534	2137	2008	2072.5	6
T. PUGH (VIC)	PIPER J3 CUB	2013	860	1942	1977.5	7
R. PIMBLOTT (VIC)	PIPER PAWNEE	1701	1556	1832	1766.5	8
B. TENNANT (NSW)	SUPER SKYBOLT	1369	1881	1639	1760	9
W. MANSELL (NSW)	MILES SPARROWHAWK	DNF	1801	DNF	900.5	10
P. WINTER (VIC)	YAK 54	DNF	DNF	DNF		
P. GOFF (ACT)	Fokker Dr.1	DNF	DNF	DNF		

We had a good scale comp but as a whole the Nationals were a bit of a disappointment.

In closing we must thank all who organized and helped run the Nationals and in particular the scale comps. Keith Schneider as usual was running scale and did an excellent job keeping it moving along. The Twin Cities club kept the canteen going all the time so there was plenty of food and refreshments available.

G.W.



Coming Events

VFSAA Sport Scale Round 1 – 7th February

We've got round one of sport scale coming up on Sunday 7th February at our field. This event is run by the VFSAA (Victorian Flying Scale Aircraft Association) and it would be a great opportunity for some of our members to show off their scale models and try their hand at competition flying. It would be nice to see some new faces having a go. There's a great performing Spitfire (Gavin), and there's a lovely Piper Cub (Grant), what about the Tiger Moth (Murri), and what about the Monocoupe (Graham) and

now we've got a new Yak 54 (Mat) – we could go on & on!

There are ten judged manoeuvres which include takeoff and landing. The other compulsories are a figure eight and a descending 360° circle which leaves six optional manoeuvres that must suit the prototype (aerobatic or non-aerobatic). Two classes are run – Scale and ARF Scale.

The official FAI rules for flying scale model aircraft can be found at:

http://alpha924.server4you.de/FAI/Sporting_code/Section4/SC4_Vol_F4_Scale_10.pdf

A better option is to bookmark the web page because the document will be updated from time to time. Navigate to: <http://www.fai.org/aeromodelling/documents/sc4> and click on *F4 Flying Scale Models* download link *Belgium*.

There are two weekends before the event to get out and have a bit of practice and ask one of us who regularly compete about the rules and flight schedule.

Warrnambool Annual Fun Fly – March 6th/7th

A number of us are going down to Warrnambool for this weekend for the Warrnambool club's open day. Some may go on the Sunday only as it's not all that far.

We've gone down for the last four years and had a great weekend. They have an excellent field and are very easy to get on with. You can fly any type of model there.

If you are going, contact one of us for directions as it is tricky to find. It's actually about 5km to the north of Koroit.



Event Calendar

January 10 th	Werribee Annual Scale Rally – Werribee.
February 7 th	VFSAA Sport Scale Round 1 – Yendon.
February 28 th	Annual Leura Fun Fly – Corangamite.
March 6 th (Sat.)	VFSAA Sport Scale Round 2 – State Field.
March 6 th /7 th	Annual Fun Fly – Warrnambool.
March 13 th /14 th	VPA Model Engines Trophy – Yendon.
March 28 th	BRMFC Annual Display – Yendon.
April 11 th	State Champs F4C & ARF Scale – P&DARCS.
April 23 rd – 25 th	WWII & Military Scale – Wagga Wagga.
May 2 nd	NFG Twins & More – State Field.

That's all for now. Good flying.

G.W & R.C.

For Sale

CM Pro Cessna 182 – 82” Wing Span



Photo was taken on 26th July 2009 after a successful test flight by Roger Carrigg. Wheel spats have since been

fitted. Mike has a big Pilatus Porter on the go which he thinks will be more suitable to his needs.

Comes with:

- OS91 FS Pumped motor with prop & aluminium spinner.
- Robart scale nose leg – mounted with correct castor angle.
- Servos
6 x HS645MG
1 x Hitec standard servo on throttle
- Battery pack & switch harness.

Please contact Mike Faulkner on 5338 7323, 0418 508 760 or mmfaulkner@bigpond.com

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A few more random photos from the **63rd Nationals Scale events** – left to right and down:

1. Gary Sunderland's Fokker D7 on takeoff – came second in large scale
2. John Lamont's Percival Gull taxiing out to the runway for round one of F4C
3. The Large Scale Judges: Trevor Pugh, Noel Whitehead & Glenn White – note the huge shade tent and boy was it needed.
4. Alf Williams (left) is being presented with the trophy for first place in F4C by Keith Schneider.

