



NEWSLETTER – April, 2014

Committee 2013/2014

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Note the meeting location.

The next general meeting is to be held at the **Field Air Offices at Ballarat Airport** on **Wednesday April 23rd 2014** 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. The meeting is being held in town because we have an electrical short in the wiring at the field so no lights.

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. 2014 Annual Display (Post Mortem)
4. Any further general business items
5. Agenda for next meeting and Location of next meeting

Sad News

It is with deep sadness that we bring to all the news of the passing of Ted Rivett at home on Thursday the 17th April 2014. Ted was a club member with us for 52 years; he flew his way to be Australian champion in aerobatics and then represented Australia in the world aerobatics in Mexico.

Ted we will miss you mate. RIP. Murri Anstis.



Points of interest from the last meeting

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

7. General Business

I) Wind Farm

No change to the W-Wind web site. N Katsikaros to contact W-Wind and investigate the offer for assistance in moving from the currently leased site. Nick has found the original comments made to the Planning Hearing where W-Wind offered assistance for relocation of the Club.

II) Field Maintenance.

(1) M Werner reported that Len Astbury, Murri Anstis, Keven Giddens and Doug Wallis have been doing considerable work in cleaning and tidying up;

(2) that a Working Bee will be required to re-fill in the rabbit burrows before Display Day; and

(3) That the 3 new padlocks for the containers are operating well.

I) 2014 Display Day

The ASP 91 pilot's prize has arrived.

Raffle tickets have been printed and books distributed.

M Rowan will organise a canteen roster.

Check with G Allen for MC duties.

J McLennan is organising an exhibition of model building, with various models in the construction phase.

P Evans and R Carrigg will do the judging for the 5 categories.

Working Bee to start at 9:00AM Saturday 29th. Should be done by noon.

8 Other Business

Nil.

9 Agenda Items for next meeting

As per March Meeting.

Meeting location

The next meeting will again be held at *Field Air, Ballarat Airport on 23rd April 2014.*

Meeting Closed 8:50PM



VMAA News

- **Wangaratta Loan Grant request** – Wangaratta MAC has been successful in gaining a \$5,000 grant from the Rural City of Wangaratta for the purpose of installing a septic tank system. *(Must have good negotiators and/or a receptive council. Ed.)*
- **GMAC – Support for education Course.** GMAC (Greensborough) have tabled paperwork in regards to the Schools Education Course they conduct. Due to the Schools reducing the amount of financial support, the Club is now asking if the VMAA can assist with the programme.
- **State Field** – To show their appreciation, the NFG and VMAA made a donation of \$500 each to the CFA for their work in combating the recent bushfires which went through the State Field at Darraweit Guim. April minutes note that insurance has come good with the monies for the fencing \$54,000. NFG to arrange for fencing to be installed. This will be approx. end April.
- **Safety Incidents** – Four metropolitan clubs have had incidents recently involving payouts to repair the damage caused. 1) Pilot lost control of model and crashed into Poultry shed roof; 2) Plane caught by gust of wind taking off and hit a parked car; 3) Pilot lost sight of aircraft and crashed into a carport; 4) Model helicopter hit car in car park resulting in damage to the vehicle. *(Highlights how careful we must be as individuals at all times and that clubs must have a strong focus on safety. Ed.)*
- **MAAA 67th Nationals** – It was resolved that the two Clubs (Twin Cities Model Aero Club and Wangaratta Aero Modellers) be assisted in the amount of \$3000 and \$2000 respectively, to reimburse for their contribution in running and organising the MAAA 67th Nationals. The field at both Clubs were expertly presented and maintained for the duration of the Nationals in a condition over and above what would have been normally required.
- **VMAA Trophy 2014** – 6 Clubs entered, NFG, KLVMAC, LDMFA, YVA, P&DARCS and DAC.



New Models seen at field

Mat has a new play thing. This one is a SLICK 540 by 3D Hobby Shop. It's powered by an OS GT33 petrol engine which gives it pretty good performance. As you would

expect it does the 3D hovering bit and that's exactly what Mat does with it along with low level knife edge passes etc.



Mat with new SLICK 540 powered by an OS GT33. YAK55M is in the background.



Correction



This shot appeared in our last newsletter and I reported that it was taken by Glenn. Wayne jovially pointed it out to me during our display day that he was the photographer. They both have the same make & model of camera – that's my excuse for the confusion.



Tips & Tricks

When using your belt/disc sander and you only need to true up the end of a bit of balsa or light timber, rather than switching it on do it by hand. (Maybe I should have rephrased that!!!). Just hold the work piece against the slider guide and with your other hand turn the disc by sliding the belt. Works a treat and is more accurate when you only want to take a tad off.



Let's find the oldest Flying Model

I was talking to old time friend Norm Morrish at the VPA Model Engines Trophy held at our field recently and the subject got around to old models. (I think this happens as we get old ourselves and we reminisce.) Norm has a

Northerner (a pattern aerobatic model designed by the late John McGrane) that dates back to 1975. I have my old Top Flyte P39 Airacobra that was built in 1976 for the Bunbury Nationals held that year and flew as recently as our Annual Display on March 30th.



Bunbury Nationals 1976/77. L to R. Wally Schubach's YAK, my P39 and Brian Dart's Spitfire. Don't know who owned the Lancaster.



Then and now... I think the plane is faring better with age than the owner. I still have the Kraft series 75 set, a collector's item now. Model still uses the Kraft Multicon electric retracts which are also 38 years old.



Photo taken during our Annual Display on March 30th when the P39 was flown – has logged 113 flights since 2004.



Bruce Price left and the late Mal Caesar right at the Bunbury Nats. Norm Morrish's Northerner is behind Mal.

So the challenge is out there to find who in aero modelling land has a model or models still flying that's older than say 1975/6. I know Len Astbury has got some old models still flying and surely there must be plenty more about.



Events

Annual Display and Fly-In 30th March

BRMFC held its annual display and Fly-in on Sunday March 30th amidst near perfect conditions. It was a welcome surprise after the strong north/west wind we had to contend with last year. I guess we tend to remember the bad conditions more than the good; the year before that (2012) the weather Gods were kind to us.

Just for a bit of nostalgia and to put the record straight on the weather we've been confronted with on our open days, I went back through the newsletters to compile this brief list of conditions.

- 2000 – March 26th Great weather. (Bowes Road)
- 2001 – No display while developing Spreadeagle Rd field.
- 2002 – April 26th Overcast, cool SSW wind, but reasonable.
- 2003 – March 30th Reasonable, bit overcast and breezy at times.
- 2004 – March 28th Total Fire Ban day, but we put on the display. Strong north wind, remember it well.
- 2005 – April 3rd Terrible conditions, strong NNW wind.
- 2006 – April 2nd Reasonable, bit overcast.
- 2007 – April 1st Perfect conditions, light wind blue sky.
- 2008 – April 6th Perfect conditions again.
- 2009 – April 5th Poor conditions, overcast, showers.
- 2010 – March 28th Overcast, occasional showers, and fairly strong north wind.
- 2011 – April 3rd Overcast, a few spots of rain 20 – 25 km/h SSW wind.
- 2012 – March 25th Perfect conditions.

2013 – March 24th Fairly strong NNW wind which abated as the day wore on.

2014 – March 30th Perfect conditions all day.

If you look at it objectively, on balance we don't do too badly. Over fifteen years the only time we haven't put on a display is 2001 while we were shifting from Bowes Road to Spreadeagle Road. We have never been rained out or called off the display for any other reason, although we came close when it was the fire ban day (2004).

Ah well that's the history lesson for the week, now on to the main event.

Anyone who is actively involved with staging events knows just how much effort it takes. It doesn't happen by chance, so all who assisted in the planning and running of our show should take a bow. Right from the outset, pretty much after the previous display the date has to be set and the necessary planning approvals sought. In the lead up to the display we have to market and promote the event as much as we can taking advantage of whatever free advertising is available.



The article which appeared in the Ballarat Courier the Saturday before our display.

This year we managed an article in the *What's On* section of the Ballarat Courier on the day before (Sat. 29th). It was also shown on Southern Cross TV a few times under the community events segment and mentioned on the radio by 3BA. I guess all this along with our banners and road signs all helped to bring the public. Given our location we are not blessed with a busy road to pull the spectators from.

The field was looking picture perfect and recovered nicely from the dry spell with the bit of rain we had in the lead up to the day. It had a nice green tinge to it. On the Saturday we held the usual working bee to set up all the temporary fences, signage and final field clean up. Throughout the year we have been extending the runways and we took the opportunity to do a bit more on the Saturday as well. An onslaught had been made on the thistles growing in the immediate outfield over the last month and we continued with that and also filled the tractor bog hole on the south side of the mown area. We didn't want any visitors coming to grief if they ran off the runway at that spot. There just

seems to be so much to do – PA system to pick up, bring out to the field and set up; toilets have to be picked up and taken out to the field. Make sure the generator is running ok and plenty of fuel, gas bottles to check, it goes on and on.

Fortunately we had a good rollup of members to set up the field and by the end it was looking immaculate and ready for what we hoped would be a great display.

The forecast for Sunday could not have been better – 25°C with a light SE breeze and that is pretty much how it turned out.

I arrived at the field Sunday morning just after 7:30AM to find Mat Werner and John Coughlan already setting up their models. That was pretty much the order of the morning – get your models set up and then attend to the myriad of chores that inevitably crop up. Members and pilots from visiting clubs were steadily arriving and also went about getting themselves ready. By about 9AM we were taking pilot entries and this year we had an ASP91FS as a pilot entry raffle (one \$5 ticket per entrant) pretty much just like the Hamilton club does. Seems to be a good thing and from what I could see attracted almost 100% support.



Peter Ralston's DH82 Tiger Moth won Pilot's Choice. Gary Sunderland's Bristol Box Kite which won best scratch built is in the background.

We had a good roll up of models in the pit area together with a static display of several models under construction. Having some unfinished models is an opportunity to show the public what goes into an R/C model aircraft.



L to R, Secretary Jeff Dowsley and Peter Hexter with Peter's large scale SE5A – a long term project. Around 1/3 scale I would say.



John McLennan's CA15 under construction.



Kevin Giddins' Percival Gull. Scratch built from plans.



Tim Carter's model built from a kit. Its name escapes me.

By 10AM we were ready to roll, Peter Evans welcomed all the visitors and Max Rowan did the pilot's briefing stressing the need for safety at all times. After the briefing it was time to start flying. The display director and flight line controller managed to allot time slots for the varying categories of aircraft – fast, slow, biplanes, aerobatics etc. It is difficult to manage and also let everyone have a go but it seemed to work reasonably well.

Throughout the day we did have a few special displays. Mat did one or two IMAC schedules with his large aerobatic Extra 260 & Yak55M. Kevin Curwood put on a display with his electric powered helicopter (TRex 600).

Bruce Thompson from the Bellarine club flew his ever popular Lawn Mower novelty model. It always creates a lot of interest amongst the spectators, young & old alike. I was reading through the pilot entry forms and the other model Bruce had was an Extra 300s scratch built off three view drawings. The model is powered by a DLE55 and is now 16 years old. The age attracted my attention given the previous article *Let's find the oldest Flying Model.*



Bruce Thompson from the Bellarine club with his ever popular lawn mower novelty model.



Ahh, every inch a rover!!!



The lolly dropper did several sorties during the day and is a bit of fun for the kids and I think we all secretly enjoy it. Mat was flying his large 'Ugly Stik' powered by a 50cc twin cylinder petrol engine. The model was purpose built

some years ago by Graham Waterhouse which includes a hopper and release mechanism. It is also used as a glider tug. The first drop was a bit premature, but as the day progressed Mat was getting pretty good dropping the lollies right in the middle of the strip so the kids didn't have to search hard to find a lolly.



The kids all scrambling to find the lollies with Mat at the controls of the Ugly Stik lolly dropper.

As the morning progressed there was quite a crowd building. The car park was always full and you could see a steady stream of cars heading up Spreadeagle Road. This year we asked the public for a gold coin donation and that seemed to work pretty well. I think most would go away thinking they had a pretty good day's entertainment for a few dollars. Friends of mine commented on how cheap it was to get something to eat and a drink from the canteen. All in all I think we are quite community minded in the way the event is run – we aren't out there to rip off the public like so many events do these days. Okay, we want to make a few bucks for the club to pay the rent etc. but on the other side of the coin (excuse the pun) we want to promote the sport/hobby to the general public with the view to attracting new members.



Wayne Goodwin's Westland Wyvern and P47 Thunderbolt. The Wyvern began as a Westland project for a naval strike fighter, with the engine (a Rolls Royce Eagle piston engine) located behind the pilot, driving a propeller in the nose via a long shaft that passed under the cockpit floor. Where have I seen that before!!! Note the enormous fin area as compared to the P47 which is almost as big a model.



My Super Stearman, Shoestring, P39 & CAP in the foreground with Peter Evans' Sbach & Citabria and Wayne's PT17 Stearman behind.



Max's 1/3 scale Piper Cub on landing approach. Model is not short of power with a DLE 111 up front.

Everyone spectators and the modelling fraternity alike appreciate being able to get a drink and a bite to eat. To make this happen Judy Rowan was running the canteen ably assisted by Dianne Allen (Mrs A1) and Karen Goodwin. The members were told to keep out of the kitchen during the day or else. It can get hectic in there and it's no good if you are tripping over each other. The ladies did an excellent job and the club very much appreciates their effort.

Murri Anstis ran the 'swap tent' (actually it's not a tent, it was in the shed) which seemed to be a place of interest for modellers and spectators alike. I certainly thought it was pretty good – managed to sell my Magnum 80FS (Ex Shoestring). Ironically it was sold to a Warrnambool member who must have missed it at their show in early March, because I put it in their swap tent as well.

This is the first year that we have not run a transmitter pound. With the migration to 2.4GHz radio equipment and the demise of 36MHz it seems quite unnecessary and that decision was justified by the way the event unfolded. No mishaps or confusion as a result. It was simply up to pilots to manage the keyboard as they are expected to do. As it turns out there were very few frequency clashes anyway. I was able to leave my key in all day on 631.

Overall there were very few incidents/accidents. I know Brodie from Ararat had a crash early in the morning with an Ugly Stik well to the east of the field. I heard something about no elevator control. Don't know what the outcome was or the cause of control failure.

Mat had a lucky escape with his big Yak55M. Well it wasn't so much luck but good piloting skills. During an afternoon flight, I'm not sure what manoeuvres he was doing, but the rudder jammed over to the right – not fully but probably around 40% travel. The first I saw of the impending problem was Mat doing a downwind landing and I thought aah showing off. Then I heard the reason was so it would not veer into the pits on landing with the jammed rudder. Mat got it down smoothly with opposite aileron to keep it on track. After it touched down it did swing around into the centre of the strip. All safe thankfully. On inspection the bank of two rudder servos were locked – gears jammed, motors burnt out it was unsure what the problem was at the time.



Mat about to take off with the YAK55M for an IMAC display.



And a close up shot during a knife edge pass. Photo Wayne Goodwin. Got it right this time!!!

We found out the following week that the power unit that balances the servos unexplainably lost its program and the two servos were fighting against each other until the motors burnt out. Not something Mat needs to happen again.

Graeme Allen was MC for most of the day and kept the spectators well informed of what was going on by describing the models as they took off and flew around. Throughout the day he regularly thanked our sponsors: Onsite Rentals, SLC, Whitford Liquid Waste and Duo Mobile. The public were also made aware of the raffle we had running which turned out to be well supported, no doubt because we had the choice of a modelling prize or a Bunnings gift card. (See raffle article further on.)



The contingent from Warrnambool, they are easy to spot with their club shirts.



Members from ADAC (Ararat) turned up in numbers to support our display.

I went through the pilot entry forms while writing this article to see what clubs the pilots came from. In total we had 33 entries with 12 being BRMFC members. The others came from Warrnambool, Ararat, Hamilton, Bellarine, Greensborough, Ballarat Aero Modellers (Haddon), Bacchus Marsh, Melton, Camperdown and Keilor. A very big thankyou to those who supported our event – you put on a great show and hopefully enjoyed yourselves while doing so.

We had planes in the air all day long keeping the public entertained. I had 9 flights with my models and must say that I thoroughly enjoyed them all (all I didn't enjoy was the crook back I got the day before at the field while helping to tidy up. Walking around all day like I had stick up the clacker!!!)



Mat's Sukhoi SU29 got best ARF.



Gary Sunderland's Bristol Box Kite was awarded best scratch built model. The Box Kite was the first military aircraft to fly in Australia at Pt Cook on 1st March 1914.

We wound up the official flying at 3PM and proceeded to handout the pilot awards and draw the raffles. The president Peter Evans and display director Max Rowan made the presentations. Before doing so, Peter thanked all

who attended, our sponsors: Onsite Rentals, SLC, Whitford Liquid Waste and Duo Mobile and the ladies in the canteen.

Working out who gets what is certainly an unenviable task. The only easy one is Pilot's Choice – counting the votes.

- Best Flying Display – Bruce Thompson, novelty lawn mower.
- Best Biplane – Mark Radburn, Nieuport 11 WW1 fighter.
- Best ARF – Mat Werner, Sukhoi SU29 aerobatic model.
- Best Scratch built – Gary Sunderland, Bristol Box Kite.
- Pilot's Choice – Peter Ralston, DH82 Tiger Moth.

The winners received a plaque and also a bottle of wine to express our appreciation for their support.

The next item was to draw the pilot entry raffle which was an ASP91FS. The lucky winner was Murri Anstis with entry number 20.

After that, the final thing to do was draw the main raffle. (See the next article for the results.)

The president finally thanked everyone and said they could continue free flying. For the club members it was time to start cleaning up after what turned out to be an excellent open day.

Next year's event will most likely be **29th March 2015** when we hope to do it all again.

Annual Display & Fly-In Raffle 2014

In an endeavour to make the raffle attractive to a wider audience the prize this year was the choice between an R/C model and a Bunnings gift card. The choice did not have to be made at the time of buying the ticket thereby enabling the lucky winner to choose the prize they prefer.

The tickets were available to the members to sell from the 1st March. In the month lead up to the display around one hundred tickets were sold to give the raffle a kick along just in case we got bad weather which would have severely dampened ticket sales and make it a financial flop.



Ballarat Radio Model Flying Club Inc.
Annual Display and Fly-In Raffle – 2014



Win a Phoenix Scanner aircraft with OS46AX engine.



or



a Bunnings gift card to the value of \$250.

750 tickets only. Drawn on Sunday **30th March 2014** towards end of flying display
 Winner notified, name and ticket number will be posted on BRMFC's web site.

Our flying field is located at the corner of Yendon-Egerton and Spreading Rds, Yendon. <http://www.brmfc.org.au>

Tickets \$2

The **Annual Display and Fly-In Raffle – 2014** was drawn at 3:10PM on Sunday 30th March 2014 towards the end of our flying display in front of the aero modellers and spectators. A lady amongst the spectators was asked to draw the ticket.

The prize (a Phoenix Scanner aircraft with OS46AX engine or a Bunnings gift card to the value of \$250) was won by Wayne Goodwin's daughter Amanda of Mt Helen with ticket No. 0049. Wayne was present at the draw and chose the Bunnings gift card for her. He said all he has to do is get the money for the tickets!!!

The gift card was purchased the next day and passed on to Wayne to give to give to his daughter.

The club would like to thank all who supported the raffle which proved a success, and our flying display in general.

VPA Model Engines Trophy 12th/13th April

Two weeks after our open day we were hosting the Victorian Pattern Association Model Engines Trophy at our field. This has been an annual event for many years now and on recollection with Henry it dates back to at least the early 1990's at Bowes Road. The event itself has been held since 1962 going by the oldest engraving which is well before most of us were active in the hobby and before many were born. I don't know if it is the original trophy, I would have my doubts going by its condition.



Photo of the Model Engines F3A Trophy. The first engraving is 1962 however the light reflection has made it impossible for me to decipher the name even by zooming in. 1963 however is Geoff Tuck. 1969 & 70 is K. FO... I wonder if that is Keith Follett. He test flew my first multi-channel R/C model at Brady Rd North Dandenong in 1967. It was a Henchman, a low wing design I scaled up out of Model Airplane News. It was about 65" wing span, had a tapered wing, tricycle U/C, an OS60 and 12 channel OS Reed gear. Keith flew it successfully, then said you had better put it away young fella and get a trainer!!! I then bought a Graupner Taxi (high wing) and an OS19 to learn on starting with the 12 channel reeds then saved up and bought a 4 channel set of Kraft proportional. Sorry, I'm reminiscing and getting a bit side tracked here!!!

In the days leading up to the weekend of the event the weather was not looking too promising. In fact we had received the most rain this year in those few days – not heavy but continuous. I think the VPA was contemplating

cancelling but the forecast was for clearing showers on the Saturday and improving on Sunday.

Two VPA entrants, from Melbourne and Phillip Island arrived Friday afternoon and camped at the field. They provided the "official" security for the models that were left in the shed overnight.

Saturday morning came and whilst the conditions were far from perfect the rain held off after a brief early shower allowing the competition to get underway around 10AM. There was a 25-30km/h breeze blowing from the SE gusting to 30-35. This didn't seem to bother them too much but would most likely cause lower scores affecting those trying to advance to the next level.



Our club members were on hand bright and early to set up the canteen namely, Jeff Dowsley, Fred Eggleston, Graeme Allen and Roger Carrigg. We kept the contestants supplied with hot & cold drinks, dimmies and in the morning toasted hot cross buns. Fred was toasting the buns in the electric oven under the griller and serving them with butter. They certainly proved popular. Around midday the BBQ was started so sausages and hamburgers could be served while they stopped for lunch.



Norm Morrish who was camped at the field and had finished flying for the day adopted quite a civilized way of enjoying the cuisine from our canteen.

Flying continued on until around 5PM at which stage they had probably flown 3 of the 6 rounds which equates to 48 flights with 16 entrants.

Sunday morning arrived to better conditions. A bit more sunshine and less wind but still in the same direction. Flying kicked off at 9AM and proceeded for the remainder

of the day, I guess another 48 judged flights. The canteen helpers on Sunday were Peter Evans, Richard Turner and yours truly again, while Murri Anstis did a tip run.

From our point of view the day was fairly uneventful – I don't think there were any mishaps. Flying continued until around 5PM after which the final scores were tallied and Henry Hutchinson made the presentations. The results are included at the end of the newsletter.



The winners circle...The youngest, Matthew Bailey (behind the trophy) came 1st overall in Masters.



Coming Events

The Hamilton Club is holding their ANZAC Day Warbirds event on Friday 25th April and continuing into the weekend.

ANZAC Day Warbirds



When- Friday 25 April, 2014
+ flying all weekend

Where- Hamilton Model Aero Club. 16 km out Port Fairy Rd. (From Hamilton) Then turn right onto Branholme-Byaduk Rd and travel 5 km.

Public welcome. BBQ & refreshments available.

Further info. contact Julian. 0437 362 980.



Event Calendar

April 6 th	Model Engines Day – P&DARCS
April 6 th	Echuca Annual Fun Fly – EMMAC
April 11 th - 13 th	VJAA Wangaratta Jets Wangaratta Airport
April 12 th /13 th	F3A Pattern Aerobatics Ballarat – Yendon (Model Engines Trophy)
April 12 th /13 th	VMAA TROPHY inter-Club FUN competition at the State Flying Field, Darraweit Guim.
April 18 th – 21 st	<i>Easter long weekend</i>
April 25 th	ANZAC Day War Birds Hamilton – HMAC
April 25 th -27 th	WW2 & Military Scale Event – Wagga
April 27 th	Model Engines 2 nd Scanner Challenge Bendigo BRCAC. Rules/Conditions are available. \$10 Entry Fee
May	MAAA Council Conference – Northern Territory.
May 3rd/4th	VFSAA State Champs – BRCAC, Bendigo
May 17 th /18 th	Autumn Scale Rally Albury – TCMAC.
June 7 th /8 th	VicScale Trophy weekend – Shepparton
June 29 th (Sun)	VFSAA Scale competition – P&DARCS
Nov 29 th /30 th	Annual Fly-In and Swap Meet – Hamilton

That's all for now. Good flying.
G.W & R.C.

Time for some Frivolity – the sealed section

Note: If easily offended please skip this item. It contains adult themes, but no crude language or nudity.

Conversation in a bar

I couldn't help but over-hear two guys in their mid-twenties while sitting at a bar.

One of the guys says to his buddy, "Man you look tired."

His buddy says, "Dude I'm exhausted. My girlfriend and I have sex all the time. I just don't know what to do."

A fellow about my age (75), sitting a couple of stools down had also over-heard the conversation. He looked over at the two young men and with the wisdom of years says,

"Marry her. That'll put a stop to that!"



Final Results

MODEL ENGINES TROPHY BALLARAT

Held 13/04/2014

Competitor	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
Advanced							
1 Darren Tilnak	1000.00 281.33	1000.00 289.33	1000.00 300.00	1000.00 284.67	1000.00 295.00	1000.00 303.00	5000.00
2 Peter Newman	924.17 260.00	867.51 251.00	852.22 255.67	908.67 258.67	918.64 271.00	827.28 250.67	4471.21
3 Geoff Healey	892.18 251.00	864.06 250.00	815.56 244.67	900.47 256.33	798.87 235.67	894.39 271.00	4366.65
4 Peter Bailey	882.70 248.33	471.20 136.33	856.67 257.00	970.73 276.33	237.29 70.00	908.69 275.33	4089.98
5 Peter Stapleton	792.65 223.00	866.36 250.67	724.44 217.33	840.75 239.33	723.16 213.33	847.09 256.67	4071.29
6 Ted Knowles	636.26 179.00	726.96 210.33	612.22 183.67	569.09 162.00	655.37 193.33	664.47 201.33	3295.27
Expert							
1 Rob Clarke	997.81 304.33	1000.00 322.00	950.20 324.33	980.59 320.00	1000.00 341.00	0.00 0.00	3978.41
2 Peter Hill	979.24 298.67	848.86 273.33	1000.00 341.33	1000.00 326.33	949.17 323.67	0.00 0.00	3928.40
3 Bob Hurst	1000.00 305.00	944.10 304.00	875.98 299.00	730.34 238.33	0.00 0.00	0.00 0.00	3550.41
4 Henry Hutchinson	888.53 271.00	906.83 292.00	811.52 277.00	0.00 0.00	848.49 289.33	0.00 0.00	3455.37

F3A

1 Russell Edwards	1000.00	1000.00	1000.00	1000.00	985.48	0.00	4000.00
	373.67	385.00	384.00	390.33	384.67	0.00	
2 Norm Morrish	975.91	848.49	914.06	929.12	1000.00	0.00	3819.10
	364.67	326.67	351.00	362.67	390.33	0.00	

Masters

1 Matthew Bailey	1000.00	1000.00	1000.00	1000.00	1000.00	1000.00	5000.00
	422.67	448.33	446.00	446.00	490.00	496.00	
2 Dennis Travassaros	932.97	933.83	968.61	971.60	878.23	917.34	4724.34
	394.33	418.67	432.00	433.33	430.33	455.00	
3 Hans Litjens	919.56	942.75	920.03	905.83	755.10	819.22	4507.39
	388.67	422.67	410.33	404.00	370.00	406.33	

Sportsman

1 Mathew Werner	1000.00	1000.00	1000.00	1000.00	1000.00	0.00	4000.00
	144.33	169.67	187.67	186.33	187.00	0.00	