Ballarat Radio Model Flying Club Inc

Web site: www.brmfc.org.au Inc. No. A0001288M

NEWSLETTER – February, 2011

Committee 2010/2011

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The next meeting of BRMFC is to be held out at the flying field on Wednesday February 23rd 2011 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.

Agenda Items for the next meeting

1. **Wind Farm**
2. **Annual Display**
3. **Field Maintenance**
4. **Club History Compilation for Web Site**

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.

1) Wind Farm

No further developments since last meeting. Last update of WestWind website May 2010. Last Lal Lal project update February 2010.

2) Display Day

Matt Porter advised that he will ask Model Engines for the donation of a prize and see if John McLennan (Goldfield Model Supplies) if he wishes to be involved; Roger Carrigg will produce the Raffle Tickets when the prizes are decided; Matt Porter will have a graphic designer friend update the poster; PA will be organised; Max Rowan volunteered Judy to manage the Canteen (with Jeff D as an alternate); Street signs to be fitted with Arrows that cannot be changed by the public; Dick Turner will manage the Radio Pound; Matt will keep a lookout for a suitable tent for the Radio Pound.

Advertising in the Courier, and other businesses was discussed, along with other possible outlets.

3) Field Maintenance

a) Some members have been struggling with the locking chain on the container; Max will have a look and see if it can be improved.

b) It was suggested that some wheels or skids should be fitted to the bench seats to enable easy shifting when mowing the grass.

c) Nick raised the issue of the centre seam in the E-W strip, but members suggested that Nick acquire a larger model that would not be affected.

4) Club History Compilation for Web Site

Nil Report.

5) Avalon Airshow

Matt Porter noted that the Airshow clashes with the Warrnambool Fun Fly and that some members had indicated that they would attend Warrnambool. It was agreed that an email be sent out asking for expressions of interest, and if numbers are sufficient, a bus could be organised for the Airshow.

6) Reports

a) Matt Porter advised that a City of Ballarat events representative had contacted him regarding combining the BRMFC Display Day with an air show at the Ballarat Aerodrome (to be held on the same day). It was agreed that the time frame to notify CASA is too short and that the event does not fit with model displays with demonstration flights.

b) Roger Carrigg noted that he had responded to a BRMFC web-site request from a Rod Mitchell

(RAAF) asking for confirmation of the BRMFC field location. The RAAF data appeared to be a) old, and b) inaccurate. Roger provided our present location and confirmed the location of the other model clubs around Ballarat.

New Models seen at field

David's new ASP 52FS powered model at the field on Sunday 30th January.

David Filmer had this new model at the field on Sunday 30th January to replace the one that was lost a couple of weeks ago while giving a friend a go at the controls. It didn't fly on the day from memory as it was a bit windy however the ASP 52 FS was given a run in. I'm not sure if the model has flown yet.

Nick Katsikaros also had a new model on the same day. This one is an Edge 540T powered by an OS91FX. Nick was having what appeared to be radio interference problems when it came to doing a range test. It seemed to be caused by the carbon fibre in the airframe. Nick didn't want to cut the cowl to accommodate the OS91 muffler so he has fabricated his own from steel which also provides some much needed weight in the nose. Volumetrically it is the same so it will probably work okay – let's hope the combination of vibration and the mass of the steel cantilevered on the exhaust port doesn't cause any problems. It certainly ran okay on the ground.

Nick's Edge 540T in the pits on Sunday 30th January for an engine run up. Note the muffler (see inset photo) Nick has fabricated this to keep the muffler within the cowl and model needed the weight in the nose.

The model was finally test flown on Sunday 20th February and Nick has been kind enough to give us an insight into what he encountered. I'll hand over to Nick.

Edge 540T – A short tale of construction and a testing tale of radio interference.

Specs are:

Model:	Edge 540T ¼ scale (or near enough)
Manufacturer:	Flight Models
Wingspan:	180cm (71in)
Length:	173cm (68in)
Weight:	~4.8 kg (10.5 lb) dry
Power:	OS FX91 2 stroke glow, 15 x 6 prop

The plane is a 3D style model built by Flight Models, who build some of the big name kits. The kit is good quality and has received the nod of approval from our 3D expert Mat Werner with regards to design, fittings and strength. Everything fitted together very easily making assembly a breeze. The frame is a light plywood latticework covered in a tough plastic film. It is designed around a 28cc gas engine; my 90 2 stroke glow is the smallest recommended engine – but I'm not planning on hovering it – yet.

I finally got the plane ready to fly this weekend having bought the kit six months ago in a rush of blood. The biggest delay – as normal – was starting construction. A close second was sorting out the radio reception issues. The plane went together very easily and I used most of the supplied hardware. The exception was the tailwheel which may have just been strong enough if glued into the rudder as per instructions, but I really don't like putting that much load on the rudder. The supplied aileron bolts were also too short.

The motor setup was very straightforward. I simply took the entire engine and motor mount from my ill fated Pitts Special and mounted it where marked on the firewall. I didn't even unbolt the motor; the cowl and spinner fit perfectly.

I couldn't bring myself to cut holes in the cowl, so I got a steel muffler made up from a piece of rectangular steel section the same length and volume as the standard muffler. The motor runs and sings very nicely with it. The steel muffler also doubles as much needed nose weight. I made a remote glow connection point to eliminate another unsightly hole.

The standard setup has the servos in the tail to suit a heavy gas engine but I need all the weight up front so I mounted the rudder and elevator servos up front and used pull-pull wires (supplied in the kit) and a long carbon push rod.

The servos were recommended by the kit seller and are fairly cheap, metal geared, digitals. They are powerful and fast. The only disadvantage is they draw a lot of power under load and need a decent power supply, so I went for a LiPo and voltage regulator.

I planned to use my well proven receiver from my Boomerang but the radio range test showed lots of noise

and a very little range. The problem was the carbon fibre used in the plane; the servo jitter increased as the aerial was brought close to the carbon and went berserk if it touched. The Edge has carbon fibre wing tubes, undercarriage and a carbon fibre elevator pushrod. Most of it is concentrated up front where I originally had the receiver and I suspect the crossed shape of the pushrod and wing tube are particularly bad. Carbon fibre acts as a shield to radio waves but usually a small amount doesn't cause problems if you keep the aerial away from it. I eventually got reasonable range (20 paces) by putting the receiver just behind the cockpit with the aerial going straight to the top of the rudder. This keeps the maximum distance between receiver aerial and carbon fibre. However the range test is about half what I get with the same receiver in my Boomerang!

The other problem was lots of jittering and noise using my 36MHz JR700 PPM receiver. Roger's strong recommendation was to use a PCM receiver and we did some checks with his receiver. It killed the noise and the control surfaces are all rock steady. The range is only slightly increased but instead of the control surfaces jumping around as it gets to the limit of its range they get jerky. This is because when it loses signal the PCM receiver holds the last good signal.

I also suspected some of the noise was being caused by the voltage regulator even though it had a RF shield and a choke. At Matt's suggestion I put a large capacitor across the output to reduce the noise; he lent me an oscilloscope to check if there was any noise in the power supply before and after the modification. I think it showed some improvement but I'm not electronically savvy enough to say for sure. But I figure every little bit helps. In retrospect I would use a lithium iron battery (LiFePO4) which doesn't need a regulator but can still supply lots of current under load.

The new 2.4GHz systems should have fewer problems with interference than the 36MHz sets but they still get screened by carbon fibre fuselages. High performance gliders with carbon fibre fuselages and 2.4GHz use long antenna "whiskers" to get the aerials outside the fuselage to get a clean uninterrupted signal.

Eventually I got a PCM receiver (JR RS77S) and polished off the last few details before balancing the plane. The kit says 6 inches behind the LE, which is a LONG way back, especially considering the Edge effectively has swept forward wings which bring the normal balance point forward. The kit seller said the balance point should be on the spar, which seems too far forward. I balanced it just behind the spar for the first flight. The control surfaces were adjusted so the high rates were set to the recommended huge throws and the low rates were half of these with a healthy dose of exponential to soften the controls at centre.

Finally this Sunday (20th February) the plane was ready but the weather was wet and gusty. A break in the rain was enough and the wait was over. After all the waiting and testing and an aborted taxi run the Edge rolled down the runway and lifted off at about 2/3rd throttle into the westerly. I had a heart attack on the first downwind leg as the engine surged a few times but then it didn't miss a beat. A couple of clicks of up trim and it was flying hands off. My biggest problem was nerves but I flew some circuits, took it up high to check the stall and rolled it inverted to check the balance. Everything checked out except for a slight tendency to drop the nose in turns. The rain was coming so landing was called and it was down with a bounce and a roll into the crop.

First flight – the Edge is heading off towards a rain covered Mt Buninyong.

As I cleaned up everyone left but the rain stopped and the wind picked up. So flight number 2 was on. This time the motor cut just as I climbed out so with no other options it was a straight ahead landing in the stubble and something flew up as it was stopped suddenly in the stubble. It was a long fearful "walk of shame" but there was absolutely no damage, proving the strength of the undercarriage and plastic film.

Nick must be pondering the first flight – fortunately all went well.

A click richer on the needle and it was up for flight 3. This time everything ran smoothly and I tried some rolls, big loops and stall turns. There's plenty of potential with this plane and enough power for all the normal aerobatic manoeuvres. In the after flight check I realised the muffler had come loose which possibly explains the deadstick.

All in all a very promising start; I'm looking forward to a lot more flights. *Great article – thanks Nick Ed.*

Crash Report

All seems quiet on this front – just the way we like it!!! Perhaps not the hobby trade though, ha ha.

Glider World Record

Nick forwarded this newsflash item. On February 2, 2011 Spencer Lisenby flew his own design glider the Kinetic 100 DP to 468mph (753km/h) setting a new world record at Norco California in winds gusting over 65mph!!!

Club Web Site

Does anyone have any suggestions for extra modelling or club information that should be made available on our web site? On the FAQ page we don't have any suggestions on what you need to get started with electric models – maybe one of our electric model enthusiasts would like to contribute.

As a matter of interest our site had 5377 visits over the three month period 16/11/2010 to 16/2/2011. That equates to 1792 visits per month. (A visit is defined as the first time a user opens our web site in their current browser session. There may well be dozens of hits per visit.)

Tips & Tricks

After the spinner cone on my (Roger) Great Planes Super Stearman shattered late last year following an engine run up after landing I decided that while fitting a new spinner some other refinements would be well worthwhile.

I'd been thinking about replacing the engine mount with a heavier one for some time and also thought that the engine and plane would perform better with an APC 18x8 or 18x10 prop instead of the lighter 18x8 Zinger wood prop.

As you can see from the photograph further on, the Great Planes 120-180 size mount is significantly larger and heavier than the 60-120 mount supplied with the kit. Changing the mount should have been fairly straight forward except that the mounting holes didn't line up (bugger!!!). They're about ½ a hole out in both directions and the 180 mount takes 10-32 bolts instead of 8-32.

I've rambled on here a fair bit but I'm sure we have members coming on who haven't done much or any building and might not know how to go about a job such as this in a professional way. It is all presented here to help.

Comparison of the Great Planes 120-180 & 60-120 mounts

Two options were immediately obvious. A) elongate the holes in the mount so the mounting pattern matches the 120 mount or B) plug the holes in the firewall and redrill. (Some ~~rough nuts~~ might force the bolts through the misaligning holes but a price would eventually be paid. I did think about it too but resisted the temptation!!!)

I opted for the latter not liking to weaken the mount with oversize holes and then requiring large diameter flat washers under the bolt heads.

Spacer blocks and drill block were used to drill the four 5mm mounting holes. The spacer blocks were cut to size so as to achieve the correct position for the engine.

The first job was to drill the new mount to fit the OS FS200 mounting flanges. I always make a drill block for my engines. A metal block would be nice, but I find a piece of KD hardwood works just fine for the number of times it will be used. (In this case the drill block was the one I made ten or so years ago when an OS120FS was fitted to my Cessna 182.) The drill block was then clamped to the mount centralized on the mounting beams observing the required distance from the face that bolts to the firewall.

In this case the same distance from the firewall had to be maintained as the existing mount. A block of MDF was cut and placed between the rails of the split mount to simulate the width of the engine crankcase. Other blocks were also cut to position the drill block so the holes would be drilled at the precise location. With all the clamps holding the split mount together it was then placed on the drill press table to drill the four 5mm holes in the beams through the drill block. A bolt was placed in the first and second holes to make sure nothing moved. The result was four straight holes in exactly the correct location. Using the spacer blocks for alignment ensures that the engine centre line (crankshaft) is perpendicular to the back face which attaches to the firewall. (This is how the original mount was drilled a couple of years ago.)

Mounting surface has been faced off carefully on bench belt sander. It is surprising how uneven they are! 100% contact isn't necessary but it needs to be around the mounting holes.

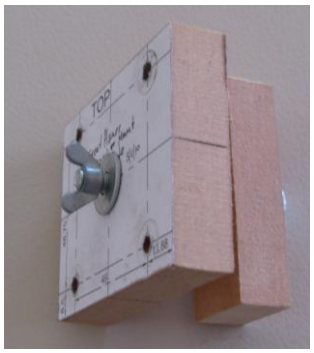
It is also good practice to square off the face that contacts the firewall to ensure a stress free fit when tightening up the bolts. In other words, if this wasn't done considerable stress would have been applied to the firewall when the bolts were tightened and the mount would not be as rigid with uneven mounting faces. Plastic mouldings distort quite considerably and a fair amount was taken off to get a good mating surface. I did it very carefully on the bench belt sander and achieved a satisfactory outcome as you can see in the photo above.

The next step was to remove the 8-32 blind nuts from the firewall, plug the holes and redrill to take the larger 10-32 size. I cleaned out the holes; they weren't oily as I always put a little silicone on the bolts and the back of the mount for fuel proofing. The holes were enlarged ever so slightly to take the size dowel I had (¼" probably). Four pieces the thickness of the firewall were then glued in place.

I measured up the hole centres on the new mount and determined them to be 49mm wide by 48.75 high. AutoCAD was used to draw up a drill template which was printed out and with 3M spray on adhesive stuck to a piece of 19mm MDF so the holes could be accurately drilled on the drill press.

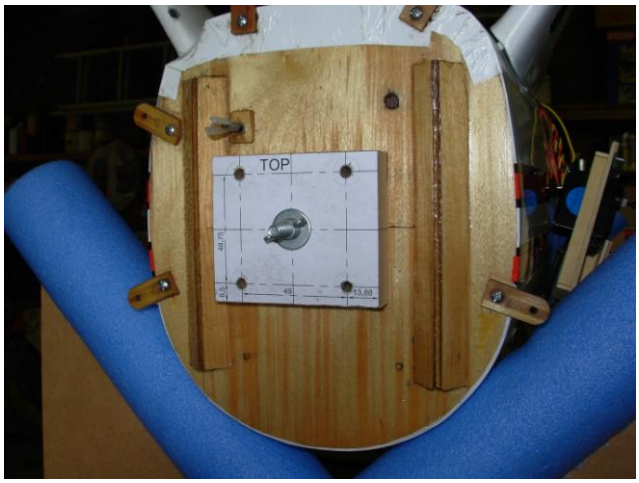
Original mounting holes were plugged with tight fitting dowel and redrilled using a drill block clamped to the bulkhead through the fuel tank neck locating hole.

The way I drill holes accurately with the tools at hand is to use a sharp scriber (a piece of 1/8 piano wire sharpened on the grinder wheel) and press that into the wood (MDF in this case) on the intersection of the hole centre lines. It has to be pressed hard enough so it makes an indentation that say a 3/32" drill will naturally follow. To drill the holes in the drill block on the scriber marks, place the drill block on the drill press table and hold loosely so that when the drill contacts the scriber indentation the block will move to line up with the drill. Once the block is centred then hold the piece firmly and drill through. The small hole can then be opened up to the required size which was 5mm in this case. Care must still be taken opening up the holes to make sure they stay on centre. Remember always use a drill press where you can.

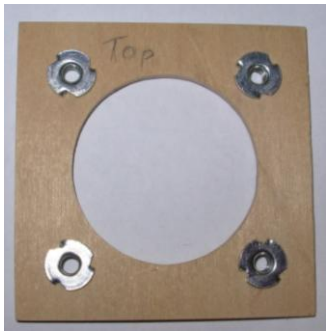


The drill template was then clamped to the firewall through the fuel tank neck locating hole using a coach bolt through a block inside the fuselage and secured with a wing nut. The alignment on the firewall was critical to ensure that the correct thrust line was maintained and the propeller shaft lined up with the cowl. The engine also had to go back in exactly the same location to make sure everything still fitted including muffler alignment and throttle pushrod.

The holes were then drilled by hand using a cordless drill. The drill block ensured that the holes were in the correct location and also perpendicular to the firewall as though they were done on a drill press. This makes the next steps so much easier because the holes line up.



The engine mount drill plate is bolted to the firewall through the fuel tank neck locating hole in precisely the correct location using registration marks. The four holes are then drilled through the firewall using a hand held drill. The drill block ensures perpendicular holes.



Because the holes in the firewall were plugged and drilled I decided to cut out a supplementary plywood plate (left) to hold the blind nuts. This was then epoxied to the inside of the firewall using the 10-32 bolts to clamp it in place while the epoxy hardened. It also meant the holes in the firewall didn't have to be any larger than the bolt diameter.

Inside shot of the firewall showing the supplementary plywood plate and blind nuts epoxied in place. Fuselage is upside down here – the white polystyrene foam in the bottom of the photo contains the Batteries & Receiver. It was cut to mould into the contours of the fuselage top. All originally done to get the CofG correct with minimal ballast.

The new 180 size mount bolted on to the firewall replacing the lighter 120 size mount.

The new mount was then finally bolted to the firewall. It pulled up nicely particularly with the contact surface being faced off. The tank was refitted with new fuel tubing and a bead of silicone for fuel proofing was applied around the neck of the tank where it locates in the hole in the firewall.

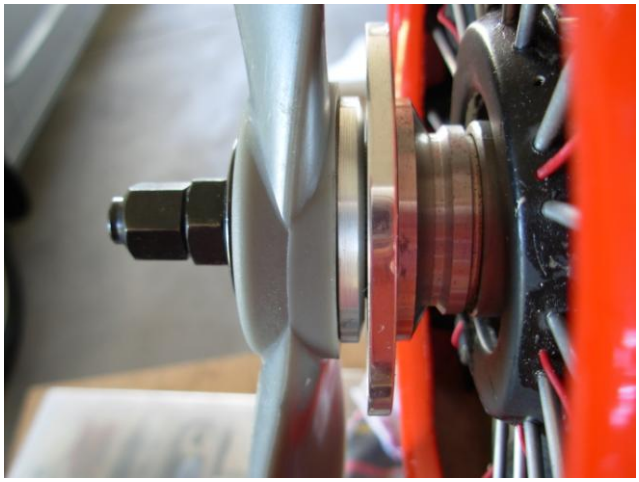
OS200 FS refitted to the new heavier mount with new fuel line retaining clamp. The ballast mount has always been fitted but no longer has any lead.

This time I made a thin metal clamp to hold the fuel line away from the carburettor intake as it loops around to the fuel filter, which is screwed to the side of the mount via a clamp. I reasoned that a 200 must be drawing in a fair amount of air when it's running flat out so it doesn't need any restrictions.

If weight is needed in the nose for balance (dread the thought), I fabricate a hat section from a piece of say 1mm steel plate and attach using the engine mount bolts. Lead sheet can then be sandwiched between it and another plate by a couple of bolts. The ballast is then directly in line with the firing impulse from the piston and the mass helps to absorb the engine vibration. If ballast is mounted on the airframe that too tries to absorb the vibration but then the forces are transmitted through the airframe structure – sometimes with undesirable results.

With this type of setup, you should never put lead directly on the airframe if you can avoid it.

When the Stearman was first flown I had a small amount of lead fitted, but that has been steadily reduced as changes have been made such as fitting a spinner and using heavier props. Now that a heavier prop and engine mount is being used together with a spinner all the lead has been removed – only the steel ballast mount has been retained which is about 3 or 4 oz. With the extra weight of an OS200 FS compared to a 120, all the servos right behind the wing leading edge bulkhead and batteries & receiver above the tank, the 18oz lead Great Planes suggested was never required.

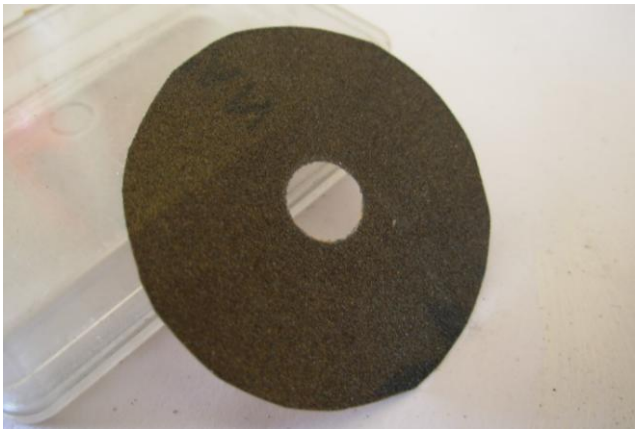


Spinner back plate, old back plate turned down to 40mm on backwards, carborundum friction disc then propeller.

The engine was refitted along with the APC 18x8 prop. I wanted to make the blade cut out in the spinner cone match the Zinger 18x8 as well as the APC 18x8 so they would be interchangeable. The hub is much thinner on the APC so I needed a spacer washer. Also the back plate was not contacting the prop hub with sufficient area as specified by APC. I decided to use the backing plate off the old shattered spinner and asked Noel if he could turn it down to 40mm diameter which he kindly did. The new back plate was slipped on to the prop shaft, followed by the turned down back plate around the other way. This provided knurled contact faces so far. The prop was then fitted with the four stroke lock nuts. I then thought it would be a good idea to give it a run before fitting the spinner cone. After all that's what broke and led to all this work!!!

The model was assembled and taken out to the back yard for an engine run. I tie a bit of hay band around the tail and secure it to a tree or a fence.

As soon as I flicked the prop with the chicken stick I knew it shifted on the shaft when it fired. What to do now – it couldn't be tightened any more without risking damage to the crankshaft threads. I knew what was causing the problem – no knurling between the prop and the spacer (the turned down back plate). Then it occurred to me, what about using a piece of carborundum paper. I cut out a disc from a sheet of 220 grit 40mm diameter and made an 8mm hole using a wad punch. (I bought the set of wad punches from GoLo a while ago now and they so handy. If you haven't got any, do yourself a favour and get a set!)



Friction disc made from 220 grit carborundum paper. The 40mm diameter disc was needed to prevent prop slipping on a spacer washer.

The prop was reinstalled with the carborundum disc inserted between the spacer – rough side to the prop. Another start was attempted and this time there was no sign of the prop shifting as it fired. After a couple of flicks with the chicken stick the 200 sprang into life. It was run for a while, stopped and started a few more times with no sign of the prop shifting.

When the prop is tightened the carborundum grit must be forced through the paper backing to grip the other surface. It probably doesn't matter which way around the disc is fitted.

By the way, I also fitted a new tail wheel assembly (Ohio Superstar OHI120) to replace the previous light weight unit fitted a while ago after the original wire snapped up at Bowylie.

The Stearman was finally flown again on 6th February during the VFSAA scale comp at our field. I was pleased with the way the engine ran and how the model performed with the new APC 18x8 prop. There is definitely less flex with the heavier mount and I think that made it run better. Taking the effort to ensure the engine alignment was maintained paid dividends because it didn't require any flight trim as a result. Ground handling was also better with the stronger tail wheel unit.

Events

VFSAA Scale competition – 6th February

Sunday 6th February was our turn to host a round of VFSAA scale competitions on home turf. Once again the roll up was less than expected and as a result there were insufficient entries to run scale so only the ARF class proceeded. Noel had his Gypsy Moth up first thing for a practice flight and I had my old P39 on the starting blocks in readiness but unfortunately there were no other

contenders. I'm not sure if it was the weather or many think our runways are too small thus frightening them off. Ah well – at least it hones up your landings!

Not to worry, those who entered in the ARF class enjoyed their days flying and it's good to report that there were no incidents on the day. Unfortunately the muffler broke away on Glenn's petrol powered Extra after an impressive first flight forcing him to sit out the remaining two rounds.

There were five entrants from our club and three visitors namely Brett Reaby, Rob Dixon and Ian Lamont. Brett flew three high scoring rounds using his father Barry's RV 4 powered by an OS FS 120.

Matt Porter organized the canteen and was assisted by Richard Turner and Jeff Dowsley. Many thanks to you guys for the excellent food – it was much appreciated. We noticed that the floors were mopped during the week and assume they were done by the birthday boy Len Astbury – thanks Len.

Max is getting ready to fly his Piper Pawnee assisted by Noel Findlay. The Pawnee performs quite well given that it only has a 52 four stroke. Every time Max tells me that I say I thought it had a 91. Must be gettin' old!!!

The weather was cool, in fact it was the coldest day we'd had for weeks with a top around 16° C calling for Mat Werner to light the heater when he arrived first thing in the morning. There was a steady SSW most of the day and according to the web site on Sunday night Ballarat Airport readings were around 25km/h gusting to 39km/h for most of the day. It didn't seem to bother anyone who was flying.

Noel and I (Roger) were all dressed up and had nowhere to go!!! Noel's Gypsy Moth on the right and my old P39 left didn't attract any other takers for scale. My Great Planes Super Stearman is in the centre.

I said there were no incidents but there nearly was. Brett Reaby had another flight after the comp and the canopy came off – well I might have won if that had happened on his last competition flight!!! Then while he was packing up the plane the elevators appeared loose or disconnected. On inspection it was found that the pushrod had come off the elevator servo. How lucky is that!!!

Rob Dixon is starting his Sea Fury with Gary Sunderland lending a helping hand. The Sea Fury performs quite well and looks the part in the air as seen by the inset shot. The short runway was a challenge as Rob was unable to stop it before it just ran into the crop on each flight. Our short strips are a challenge and you do have to touch down early or run the risk of an overshoot.

Glenn's Extra on its landing approach – looks good with the trees in the background (they are a good distance away being on the other side of Spreadeagle Road).

S@#% happens Glenn! The muffler cracked and broke off the 3MM 53cc petrol motor during round one. Keeping the muffler tight has been a challenge with this model.

Keith held the presentations around 2PM. He thanked the club for hosting the event and in particular thanked the members who ran the canteen. Trophies were then handed out to first, second and third places.

The results are as follows:

	Pilot	Model	Flt 1	Flt 2	Flt 3	Total
1st	Brett Reaby	RV4	2310	2242	2310	2310
2nd	Roger Carrigg	Super Stearman	2203	2293	2272	2282
3rd	Rob Dixon	Sea Fury	2052	2220	2217	2218
4th	Ian Lamont	Extra	2089	2085	2277	2183
5th	Mat Werner	MX2	2104	1924	1915	2014
6th	Max Rowan	Piper Pawnee	1801	1678	1750	1776
7th	Peter Evans	Decathlon	1719	1335	1596	1657
8th	Glenn White	Extra	2278	-	-	1139

Barry Reaby's winning RV4 flown by son Brett can be seen behind Ian Lamont's blue Extra.

All in all, those who attended enjoyed their day of aeromodelling competition.

Coming Events

Monty Tyrell Scale Rally at P&DARCS scheduled for Sunday 27th February has been cancelled. This is due to flooding of the field caused by the heavy rain that caused so much damage across the state on Friday evening 4th February. I received the following advice from P&DARCS on 7th February.

Could you please let your members know that we have cancelled this year's Event as the Field our machinery, Club house, toilets etc are all under 6 feet of water. Obviously we have a massive clean up ahead of us so we don't see the field being ready for the event.

It may be rescheduled later in the year but we will assess that once we can gain access to the field again.

Warrnambool Open Day – Sat/Sun 5th/6th March

A number of us plan to make the trip down to Warrnambool for the Warrnambool club's open day. Some may go down on the Sunday only as it's not all that far.

Several BRMFC members have gone down for the last five years and enjoyed it immensely. They have a great 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.

A few are booked in at the Downtown Motel.

Annual Display Day – 3rd April

A lot of behind the scenes lead up work has been done. We have the council authorization to erect our advertising banners during the weeks leading up to the event and the VMAA public display permit has been sent off.

Pilot invitations will be sent off ASAP.

The event will hopefully be advertised on local media under their community events programs.

The raffle prizes are being organized and tickets will be available very soon.

Matt is organizing a work roster for the open day so please contact Matt before he contacts you.

VMAA Trophy – 9th/10th April

The VMAA holds an annual inter club competition to foster good will and camaraderie between members. To date we have never fielded a team but Nick is putting his hand up again this year as he did last year to be the organizer/team leader if there is enough interest.

Event Calendar

Feb 6th	**VFSAA Sport Scale – Yendon.**
~~Feb 13th~~	~~VFSAA Sport Scale – Lilydale~~
~~Feb 27th~~	~~Monty Tyrell Scale Rally – P&DARCS.~~
Feb 27th	VFSAA Sport Scale – Lilydale
Feb 27th	Display Day – Camperdown.
March 4th – 6th	Annual Fun Fly – Warrnambool.
Mar 5th (Sat)	VFSAA Sport Scale – State Field
Mar 1st – 6th	*Airshows Downunder 2011 – Avalon.*
Mar 20th	Twins and More – State Field
Mar 20th	Public Display – Keilor
Mar 25th – 27th	*F1 Grand Prix Melbourne*
April 3rd	**Annual Display – Yendon.**
April 9th/10th	VMAA Trophy – State Field.

April 9th/10th	Bowylie Large Scale Rally – Gundaroo.
April 15th/16th	Victorian State Champs Scale – P&DARCS. (Friday & Saturday)
April 16th/17th	**VPA Model Engines Trophy – Yendon.**
April 22nd – 26th	*Easter break.*
April 22nd – 24th	WW2 & Military Scale – Wagga Wagga.
May 1st	Foamy Pylon Racing – Greensborough (Run by Aust. Electric Flight Association)
May 7th (Sat)	VFSAA Sport Scale – State Field
May 21st – 22nd	MAAA Council Conference – Canberra
June 11th – 12th	Golden Era Air Races – Cobram

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

Stop Press – We noticed at the weekend harvesting of what is left of the wheat crop had commenced. I heard something on the news that there is still demand for low grade wheat.

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.

WEE SCOTTISH BLONDE

On a bitterly cold winter's morning a husband and wife in Glasgow were listening to the radio during breakfast.

They heard the announcer say, "We are going to have 8 to 10 inches of snow today. You must park your car on the even-numbered side of the street, so the Snowplows can get through".

So the good wife went out and moved her car as instructed.

A week later while they are eating breakfast again, the radio announcer said, "We are expecting 10 to 12 inches of snow today. You must park your car on the odd-numbered side of the street, so the snowplows can get through".

The good wife went out and moved her car again.

The next week they are again having breakfast when the radio announcer says, "We are expecting 12 to 14 inches of snow today. You must park....." Then the power went off. The good wife was very upset, and with a worried look on her face she said, "I don't know what to do. Which side of the street do I need to park on so the snowplows can get through?"

Then, with all the love and understanding in his voice, that men who are married to blondes always exhibit, the husband replied "Why don't you just leave the bloody car in the garage this time?"

Marriage...

For Sale

2.6m Pilatus Porter with engine & servos. All ready to go, just add your receiver. (Model is currently on 2.4GHz)

Model was featured in our March 2010 newsletter.

This is what you get:

- VQ Pilatus Porter 2.6m wing span ARF
- Includes the updated wing tube
- OS 160 FX 2 stroke
- Slimline pitts style muffler
- 3 blade 16" Master Airscrew prop & aluminium spinner. (Only 2 blade shown in photo – it's a 3 blade spinner as well)
- Scale pilot – can just see him in the photo
- 7 x Hitec 645MG servos and 1 JR Nes 4735 servo on the throttle.
- Battery pack, switch harness and numerous servo extension leads.

The model has had three flights so it is all basically brand new, but proven. Engine, airframe and the 7 Hitec servos.

$1150 – the lot
$900 – Excluding the servos, batteries, switch & leads.

What a super deal!!! If you are interested please contact Mike Faulkner on 5338 7323, 0418 508 760 or mmfaulkner@bigpond.com and make an offer.