



NEWSLETTER – April, 2016

Committee 2015/2016

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Officers

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Note the meeting location.

The next general meeting is to be held at the **Eastwood Street Leisure Centre in the Canteen**, on **Wednesday April 27th** commencing at **7.30PM**. **Don't forget to bring a plate for supper.** **Agenda Items for the next meeting**

1. Trawalla Estate Update
2. City of Ballarat Update
3. Strategic Plan Development
4. Field Maintenance
5. Burrumbeet Airstrip
6. Asset Register
7. MAAA Survey Results
8. MAAA Insurance Update

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. Reports

I) Management Committee Report

No meeting to report.

II) Warrnambool

R Carrigg reported that 10 BRMFC members attended the Warrnambool Fun Fly and a good time was had by all.

III) Camperdown

M Anstis reported that it was a well-attended meet with a good range of models, and well catered.

IV) Lilydale

M Rowan reported that it was a big event, with a gate charge.

8. General Business

I) Future of Dynamic Flight Park

M Rowan reported that the sale of DFP will be completed at the end of April. The Trawalla Estates manager has advised that BRMFC should stay at the field while permission was sought from the owners, and that he would resolve the matter.

G Allen advised that the City of Ballarat officer reported that the request for funding for the motor sports land purchase deposit has been approved and does not need to go back to Council. Two definite sites are being considered (one private, the other a state government facility). A meeting will be held in April to consider options.

II) Strategic Plan Development

P Hexter has experienced ISP connectivity problems (read Telstra wireless internet), and will drop the survey into the Secretary to distribute to the members.

Peter discussed the success he is having at his school in motivating young people, but the club needs to understand the attitudinal changes that are needed to make the club attractive to them.

The MAAA surveyed members of clubs in late 2015, which may have useful results.

Secretary to ask for survey results from MAAA.

III) Field Maintenance

a) Nil at Trawalla.

IV) Asset Register

J Coughlan has it as a work in progress.

V) Burrumbeet

M Rowan checked the strip, and advised that a load of topsoil and levelling would be required to make it usable for fixed wing models.

9. Other Business

I) Field Insurance

Secretary to check with MAAA to see if Club property is covered under the umbrella MAAA policy. The MAAA web site says that club property IS covered.

Secretary to ask for confirmation from MAAA.

II) VFSAA Meeting

An email to members to advise that the field will be used by the VFSAA on Sunday 10th April and that we should clean up the surrounds and decide on canteen requirements.

10. Agenda Items for next meeting

- I) Trawalla Estate Update
- II) City of Ballarat Update
- III) Strategic Plan Development
- IV) Field Maintenance
- V) Burrumbeet Airstrip
- VI) Asset Register
- VII) MAAA Survey Results
- VIII) MAAA Insurance Update

11. Meeting location

The next meeting will be held on the 27th April 2016, ***in the Canteen, Eastwood St Leisure Complex, Eastwood Street, commencing 7:30PM.***

Meeting Closed at 8:46PM



From the President's desk (25th April)

Hello All Club Members.

Just a quick update on the current situation of our field.

Max and I met with the Trawalla Estate Manager (Jim) on the 9th of this month to discuss the possibility of the club being able to stay at the site.

Jim has given us the understanding that we can continue at the site at present and sees no reason why that will change, however, he did make it clear that he will have a final discussion with the owners to ensure he has their support in letting us continue to use the site.

This is great news for us and hopefully once we have the final ok from them, we will then look at what we have regarding any form of written agreement.

For those of you who have been to the field in recent weeks, you would have obviously seen there has been some activity in regards to the ploughing of some of the area.

This was part of the discussions that Max and I had with Jim at the time of our meeting where we were given the chance to mark out what land we wanted to still give us a reasonable area for our strips.

Whilst the area is a little smaller than what it has obviously been in the past and changes the angle of the East/West, there is still enough for us to fly and land from and in reality, Jim has given us a slight bigger area at the northern end than what we had marked out at the time.

I think we can all be grateful that we still have a field to fly from and we will keep updating everyone about any final word from the new owners of the property regarding our continuing stay.

Once again and whilst I have mentioned it in past updates, thanks to Max for the work he has done on this.

Also, I would just like to remind everyone that we are still continuing to investigate what I think will be an excellent opportunity with the Ballarat Council in the development of the sporting complex, the first Council Sub-Committee meeting is this coming Thursday night which I will attend to learn more about what is happening and get us as far imbedded into the development of the process as possible.

Finally, it has been reported that someone has been flying a helicopter at our field and it has been suggested that it is an associate member, this is in direct contravention of our club rules.

Whilst our club has prevision in its constitution to allow the use of helicopters at some point in the future if circumstances allow, that is not the case at the moment and especially now given the current space we have.

Once it is identified who has been flying the helicopter, if it is a club member, they will be reminded of our club rules, if it is an associate, they will be notified that their associate membership has been cancelled and will not be renewed in the future.

Please be responsible with what we do at the field and fly safe.

Graeme Allen President.



Field Air Ballarat trip to China

By Peter Evans.

Roger invited me to do a small piece about my recent trip (a week or so ago) to north east China, so here it is.

Field Air, as eastern hemisphere agents for Air Tractor agricultural and fire suppression aircraft, have sold 6 AT802 fire bomber planes to a group in Heilongjiang Province, which they use for their two fire seasons per year – one as the forest comes out of the snow melt and the next towards the end of their summer. The aircraft are also configured for crop spraying in between these fire contracts.

We were there to complete some dealer warranty and troubleshooting jobs on the fleet at their newly constructed airport facilities near Zhaodong, a small agricultural town of about a million people!



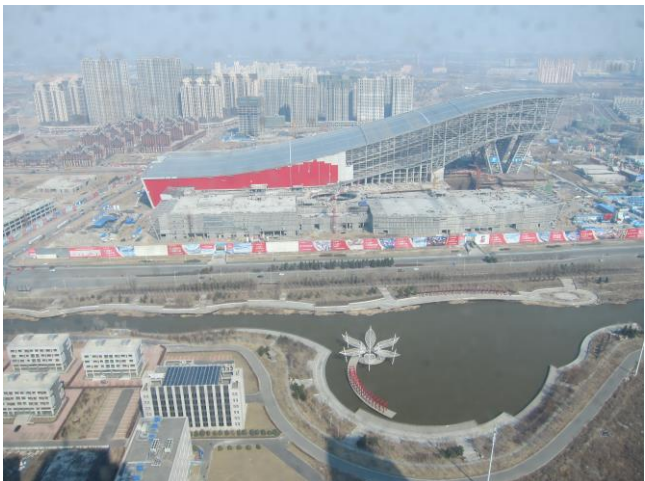
We see this same aircraft type doing firebombing operations here in Victoria during the fire season. They are a big aircraft with an almost 60 foot wing span and dwarf the likes of a Cessna 182. Ed.



Fleet of Air Tractor AT802 aircraft lined up at the new airport in Zhaodong China.



Peter Evans in China for Field Air Ballarat. Ed.



View from hotel 33rd floor – massive indoor ski slope and winter theme park under construction (along, it seems, with the rest of China).

Thanks Pete for the interesting insight into your trip to China and Field Air's involvement with Air Tractor. No doubt Field Air staff have a lot of expertise on this type now and it is to be congratulated that an Australian

operation can provide the support required rather than a US team.



Fred and Maggie's trip around Oz

Fred & Maggie Eggleston embarked on a motoring trip across much of Australia some 4 or 5 weeks ago. I sent Fred an email to see how they were getting on and he has been kind enough to give us an insight into their trip.

Hi Roger and Everyone

We are at Monkey Mia about 1000 km north of Perth bound for Coral Bay. We have travelled over 7 thousand km so far and over the month have only had two days rain. WA is fantastic with beautiful white beaches contrasting with the deep blue sea and red landscape. The sunsets over the sea are spectacular. There is much to see from the Anzac centre at Albany to the wildlife (dugongs, dolphins, sharks, turtles, sea eagles and the inevitable Roos and emus) and flora including roadside banksias, Gimlet trees on the western Nullarbor and Karri forests in the south west. The distances are pretty substantial but we drive a day and then camp for a few.

After Coral Bay we head east to Tom Price and Karijini National Park to see the Gorges then home via Kalgoorlie and the Nullarbor.

How is the Club going? Do we still have a home? (Yes we do Ed.) I haven't noticed much email chatter. Am missing the flying but shucks this nomad stuff is quite fun.

Regards to all.



Fred talking to HRH Prince Leonard of Hutt River Principality.

Thanks Fred. Have a safe and enjoyable trip. I'm sure many of us would love to do the same. See you when you get back.



VMAA News

A few points extracted from the minutes of the VMAA March 10th meeting that may be of interest.

Ballan Land Purchase (BMMAA)

Ballan land purchase has been stalled due to permits not being approved. Deposit cheque has been sent back to MAAA with vendors not willing to extend the settlement dates. A council DAC meeting is scheduled for April 13th. The VMAA committee encouraged the Bacchus Marsh club to continue with this meeting in the hope that the raised objections can be overcome. If a positive outcome is achieved it may be possible for the land purchase to proceed. A report will be available to the April VMAA committee meeting set for the 14th April.

I contacted Joe Finocchiaro to see how the meeting with the council went and he replied as follows.

Yes, we did have the meeting and we got our permit. The council voted unanimously in favour of our proposal.

I am now waiting for the council to write to us officially detailing the decision. I am now talking with the real estate agent in regards to a contract of sale.

So we are close but not there yet...

Other business

- **Registrar's Report** – The VMAA is proposing to run some courses on this (MAAA Membership System) to help clubs, please contact the Registrar if your club is interested. Proposed courses would probably be at the VARMS club room on a Friday Evening. There are still some issues with AustPost yet to be resolved. Registrar to look into cards for the Bright Club. Discussion re alternative method of sending out cards held over until April meeting. Current membership is: 2486 senior and 166 junior, total = 2652 members.
- **Editor's Report** – Newsletter to be published in April.
- **Education Officer's Report** – Pakenham Primary school were hosted by P&DARCS and well attended, GMAC hosted the Hazelglen Scout Group and also well attended. VMAA is to assist the Mill Park Air league in a group project.
- **Video Library report** – There are many new titles, check the newsletter (VMAA) for info. Some discussion to relocate the library to the MAAA which will make it available to a wider number of members.
- **SFI Report** – Instructors course to be held at the Sunraysia club in Mildura on the 28th May. Candidates from surrounding clubs have also accepted. A course in Melbourne will be held late in June. Advice to go out to club after the April Meeting.



Goin's on at the field



Wayne had the Beechcraft Bonanza at the field on Sunday April 3rd after repairing the nose wheel retract which got damaged in a hurried landing at Warrnambool when the engine was not putting out. He decided to ask Mat to fly it after changing props. We measured the thrust and from memory the OS 155 Alpha was pulling well over 6kg static thrust while the model weighed about 8.5kg. So power weight ratio should be quite acceptable for that sort of model.



This time it seemed to fly okay and Mat put it through quite a few aerobatic manoeuvres. With gear up it looks great in the air but it does yaw noticeably when any turbulence is encountered. I think the full size does the same thing – maybe that's why there aren't many V tail planes around!!!



Mat's been flying this electric powered 50cc sized Yak recently. Note the two sets of battery packs inset. Performs exceptionally well. He has another aircraft the same which is petrol powered.



Potential new member Rick Gerada all the way from Yendon. He knew us back at Spreadeagle Road so he's probably left it a bit late joining from a geographic point of view. He's managed to come by a second hand Sky Raider with 36MHz radio. All it needed was new engine. Mat flew it on Sunday 10th April but the covering on the leading edge started to peel back making a weird noise and more seriously affecting the aerodynamics considerably. Mat with his superior flying skills managed to bring it in safely.

The following photos were all taken on Sunday 24th April. We had a surprise visit by Rob Dickson from the Keilor club and also VFSAA member. The scale guys see Rob around the traps on a regular basis. He was on his way down to Hamilton for the ANZAC Weekend Warbird Fly-in. Hopefully they had a good event on ANZAC day.



Murri's old Tiger Moth ready for take-off. Note the boundary line where the new owner has started to plough the field.



And it was a very nice lift off and climb out.



Wayne had his Yak 55SP out for the day managing several flights. Seems to be a reliable model.



Peter Evans' Sback on landing approach. Once again note the ploughed line on the east side of the north/south runway. There is still ample width and we have the option of nudging the strip closer in toward the pits if we find it necessary.



Secretary Jeff (Setch) was flying his LA Special powered by an ASP/Magnum 52 four stroke. He was having some engine problems and thought it might have been his latest fuel mix. I said have a fill of mine to which he did and it then ran okay. Too much or too little of something. Too much or too little of everything is no good for you!!!



Murri's rotary wing novelty model – maybe it's a drone!!! The sandy looking stuff over the field is what the farmer has spread all over the paddock to improve the soil quality for cropping.



It was all over pretty quickly. Too much lift on the right wing rotor or maybe not enough on the left. It did leave the ground briefly though before going in on the left rotor – don't think it did any damage.



Greg Savige had his core flute constructed powered model and glider attached on top with release mechanism at the field for another try out. Nick volunteered to fly the glider once released.



The first take-off attempt ended in a stall to the left and crash however the second one shown here was successful. Greg flew around a few circuits to gain height where the glider could be released. Once released Nick took control of the glider and it stayed aloft for quite a long time. There must have been lots of thermals. Greg brought the powered model down okay but it wasn't over yet...



I was refuelling my Shoestring and heard this almighty crack and thought WTF was that. Looked around and the glider and Murri's Tiger Moth had collided in mid-air. I quickly grabbed the camera and got a couple of shots of the Tiger Moth coming in for an emergency landing with the tail plane of the glider wrapped around the bottom wing and fuselage hanging below. See inset photo.



Bugger! Murri landed a tad short. It might have been just the glider that clipped the ploughed section causing the Tiger to nose over ripping out the landing gear and punching a couple of minor holes in the wing. Note the dust hasn't yet settled!!! The glider wings finished up on the south end of the runway.



Mat doing his signature 3D hovering. This is the petrol powered version although the electric one does the same.



Nick had his Yak 54 back in the air for the first time following repairs after doing some damage down at Warrnambool early March. By all reports it flew okay.



Domain Name Renewal

We have just renewed the clubs domain name brmfc.org.au through Australian Domain Registration Services www.domainregistration.com.au for a further two years at a cost of \$33. It was first registered on 28th April 2010 at a cost of \$33 through ADRS – something that has not increased in price.



Tips & Tricks

Hitec Aurora 9X Firmware update

I (Roger) recently purchased the Hitec HPP-22 module which allows you to interface your Hitec receivers and transmitters to a PC for the purpose of updating the firmware. The firmware is the software program that is resident in today's transmitters (and receivers) that amongst other things enables the receiver to be bound to the transmitter. With the transmitter you interact with the firmware via the touch screen.

I thought I would share my experience using it with you.

From my Windows 10 PC web browser I went to <http://hitecrd.com/support/software-downloads>, clicked

on the HPP-22 link and downloaded the ZIP file which contains the installer.

I installed the software which might have taken a minute or so, started the HPP-22 program then plugged the module into a USB port (USB3.0 actually) and being plug-n-play it installed its device drivers. You need a USB to USB mini cable like that supplied with a USB 2.0 external hard drive which is what I used.

I connected the Aurora 9X transmitter using the cable supplied with the HPP-22 module and switched it on as the on-screen instructions specify. Before running the program I was unsure which of the three connections on the HPP-22 module to use as the instructions do not mention that. However the program tells you to use P1 the top connection.

From that point on the whole update process took about 10 minutes. It appeared once the update started the new firmware is downloaded from the Hitec web site and stored on your PC then it begins the actual update on the transmitter.

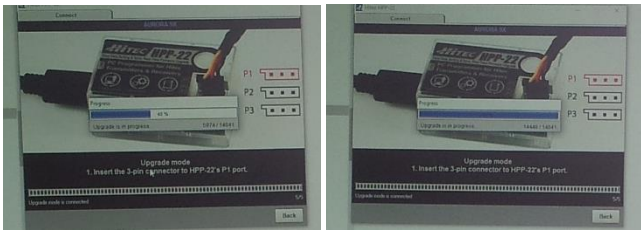
There were no issues at all and it worked as per the instructions. You would expect that but things don't always work out that way!!!

Prior to the update my Aurora 9X had firmware version 1.0 and after the update it reports 1.02. You can check the version on your transmitter from Tools->System tab->Info button.

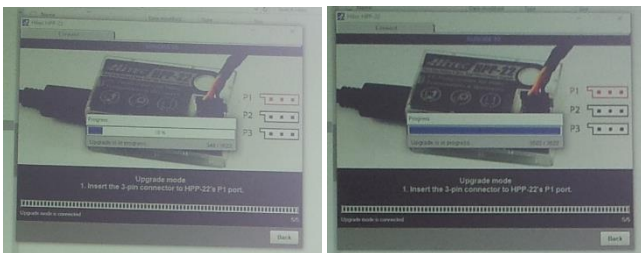
I took the following photos during the update process and are shown below for those who may wonder what the update is all about. Unfortunately they are not all that clear but you should get the general idea.



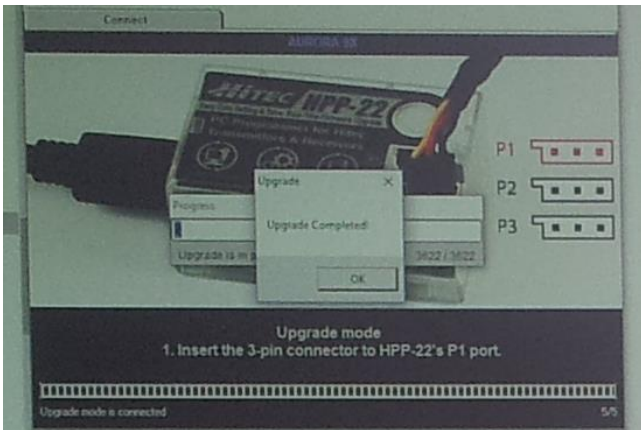
Once the transmitter was plugged in when the HPP-22 program requested it, it all started to happen. The LED on both HPP-22 module and transmitter switch flashed rapidly until the whole process finished.



I'm reasonably certain the "first stage" of the HPP-22 program downloads the new firmware from the Hitec web site and stores it on the PC.



The "second stage" starts automatically with another progress bar and most likely does the actual update on the transmitter.



Upgrade Completed. That's the message you are longing to see!!!



Once the upgrade completed the screen on the transmitter displayed Version Changed, Ver. 1.00 (0) -> Ver. 1.02 (0)

Hitec Aurora 9X - Flight Number over 255

Whilst on the Aurora 9X transmitter I recently noticed an anomaly with the **Flight Number** display.

This occurred when I entered the number of flights manually recorded for my old Shoestring that I had just converted from a JR RS77S receiver on 36MHz to 2.4GHz using an Optima 9 receiver.

Taking advantage of the Flight Number recording of the Aurora 9X, I went into the Timer screen and set the number of flights to 322.

On exiting back to the flight (main) screen, to my astonishment it said 0066.

Further investigation shows the flight screen display rolls back to 0 after 0255, although the actual recording in the Timer is correct.

The Tx was on version 1.00, upgrading to V1.02 described above made no difference.

Being a software developer/programmer, I suspect the main screen display is only using an 8 bit number to hold the flight number.

Here are a few screen shots to illustrate what is happening.



The number of flights has been manually set to 255.



The number of flights displays as 0255 in the main flight screen which is correct. (A bit hard to see I know.)



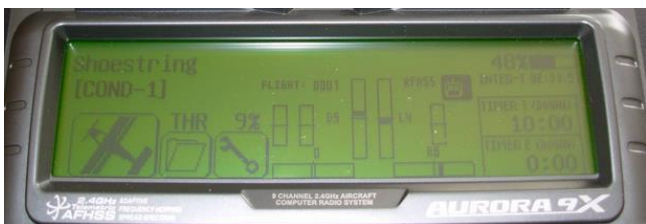
Manually increase the number of flights from 255 to 256.



Go back to main flight screen and flight counter displays as 0000.



Manually increase the number of flights from 256 to 257.



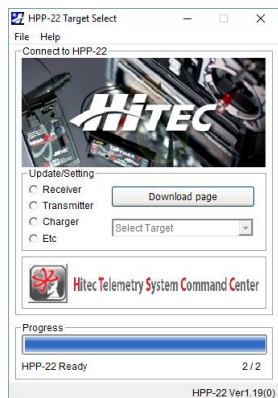
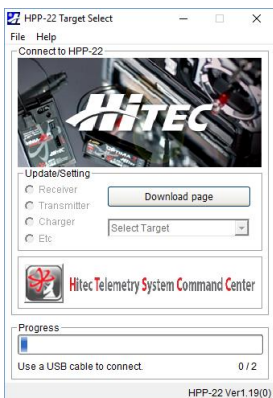
Go back to main flight screen and flight counter displays as 0001.

I sent this information off to Hitec Service department service@hiteccrd.com asking if it could be rectified in the next firmware release otherwise there are no problems and it works extremely well. They promptly replied:

This would be the first we have seen of this issue, we will pass this information onto our engineers for further evaluation. We would like to thank you for your observation.

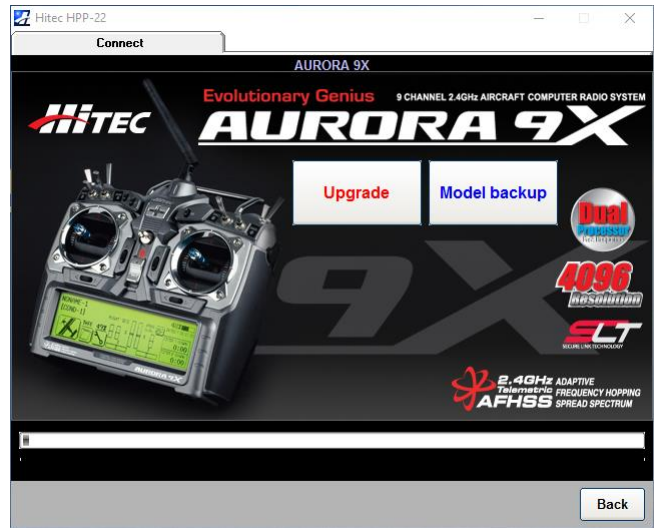
Hitec Aurora 9X – Saving Model setup to PC

I also used the HPP-22 module to save the model setups in my Hitec Aurora 9X to a PC. Simply follow the onscreen prompts after starting the HPP-22 application. With W10 just click your mouse over the start button and type *hpp* – you don't need an input box to type into. HPP-22 will most likely show at the top of the list. If not it will be down under the H alphabetical listing. This is a W10 feature and applies to all programs.

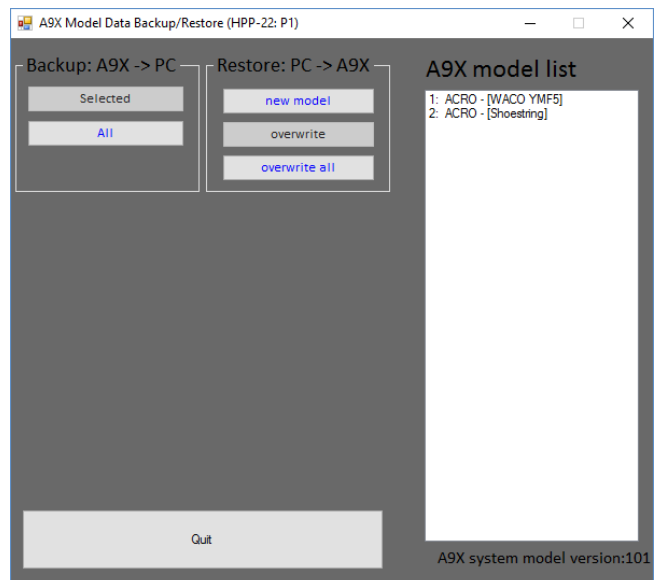
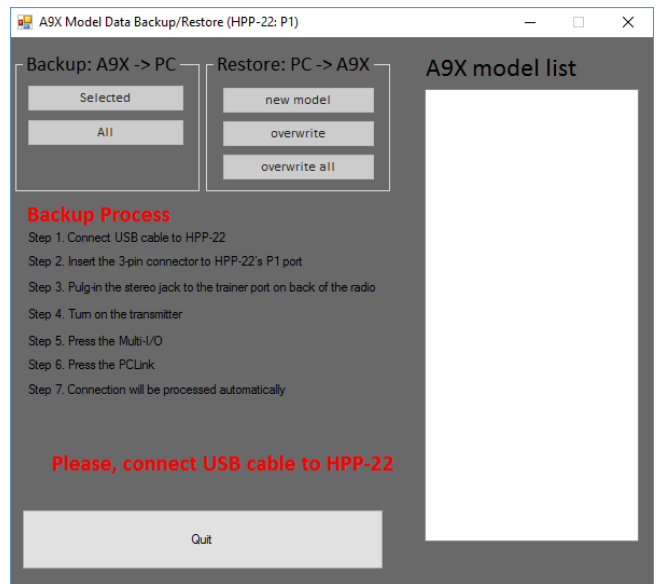


HPP-22 module not connected. HPP-22 now in USB port.

I clicked on *Transmitter* radio button and selected *AURORA 9X* from *Select Target* drop down list then the following screen displayed.



Clicked **Model backup** and it installs then launches the separate backup application "A9X BackupRestore".



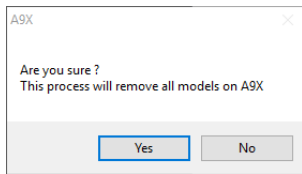
It is critical that you follow the steps 1 to 7 in that order. If the Tx is already plugged in when you start, the backup application won't work properly. So when starting HPP-22 or "A9X BackupRestore" make sure the HPP-22 module & device are unplugged then plug in the module, then the Tx or Rx when the program asks for it.

All backs up all the models or Selected just the ones in the list that are selected. It then asks you to browse to the folder where the backup will be saved. It creates one file per model. In my case it created a9x_1_ACRO_WACO_YMF5.txt and a9x_2_ACRO_SHOESTRING.txt

They are text files representing the binary format of the model memory data. They are quite readable apart from the binary data.

If Restoring click on Overwrite to overwrite the model selected – only one can be selected at a time, it will ask you to browse to the backup file. I'm not sure what happens if WACO YMF5 is selected and I browse to the SHOESTRING file. Internally the file includes the model name so maybe it does a check.

Overwrite All is rather misleading because it comes up with the message: (Ouch, if Yes is selected unintentionally.)



Coolpower Premixed Glo Fuel

I (Roger) received a bottle of Coolpower premixed glo-fuel at the Warrnambool Fun Fly held the first weekend in March which was very much appreciated.



Must contain 11 secret herbs & spices to make the engine go faster!!!

I started using it a couple of weeks ago in the ASP 91 FS in my old Shoestring and it was noticeably faster and didn't puff out as much smoke as my own 4:1 (7% nitro) mix also using Coolpower or Klotz synthetic oil.

The bottle says Omega 5% so I presume that means nitro but it doesn't mention the oil content. I think I can cut

down on the oil in my mix perhaps 15% is sufficient for today's four strokes.

Using the premix fuel the needle was wound in about 3 or 4 clicks – went back to my fuel and had to turn it back out the 3 or 4 clicks. I interpret that as my fuel containing more oil needs to get a larger fuel mix through for the same combustable content as the premix.

Does anyone have any thoughts on oil content?



Events

VFSAA Scale Comp – 26th March at Geelong

The VFSAA held a scale event at the soon to be vacated GMAA field in Dog Rocks Road Batesford, Geelong on Easter Saturday 26th March. The Geelong club is moving to council owned land in Teasdale about a 20 minute drive WNW of the current field. They have to vacate the current site by 24th December which has recently been sold and the new owner is cropping the paddock which has already started. As a matter of interest GMAA was formed back in 1967 and was originally located at the Belmont Common. In 1979 it was forced to move out to Dog Rocks Road and now some 37 years later they have to move again. It's hard to accept as we (BRMFC) know but 37 years is not a bad run as far as a leased field is concerned.

I (Roger) arrived a little after 8AM to find Noel Whitehead and Tony Grieger waiting at the gate which was locked. About 5 minutes later a Geelong member pulled in and unlocked the gate. Soon after that many more began to arrive and it was obvious there would be a good rollup.



A line-up of most of the models entered.

The forecast was overcast with light wind and that is pretty much what we got. Early on the wind was from the west at around 10-15km/h but quartered around to south/west as the day progressed reaching 20-30km/h. (I saved the Weatherzone readings that night.)

There were 16 entries in the Flying Only category and the usual 3 entries in F4C. It's great to have a decent rollup but the flip side is only 2 rounds flown unless the field layout permits two flight lines for flying only. Once all the entries were received and entered into the scoring system we got underway with Flying Only shortly before 10AM. From memory Tony Grieger flying his Clipped Wing Cub was first cab off the rank.



Tony Grieger with his Clipped Wing Cub assisted by Steve Malcman heading out for the first flight of the day.



L to R, Steve Malcman's four stroke powered Clipped Wing Cub which has on-board electric start (came 1st in Flying Only) and Max's DLE111 powered Cub.

Wayne Goodwin, Max Rowan, Glenn White and I (Roger) from Ballarat entered flying only and Noel Findlay F4C. Max had a fuel blockage in the DLE111 which powers his big Cub cutting his first flight short when it cut midway through the routine. He managed to fix the problem and put in a good second flight. Of course when there is only two flights you don't get to drop one and you pay the penalty.



L to R, Roger's WACO YMF-5, Wayne's PT17 Stearman and Glenn's Beagle Pup100 which did not fly.

Wayne who hasn't flown in many comps did quite well with his PT17 Stearman particularly the first flight to finish midway in the field.

Glenn had motor problems with his Beagle Pup 100 so decided not to enter and instead joined the judging panel.

We got through the first round of flying only then went on to fly two rounds of F4C. By this time the wind was getting up a bit but more of a concern was the direction as it got to a good 45 degrees across the strip. Noel's Fox Moth was battling the crosswind a bit during the touch & go and landing no doubt contributing to a lower score than normal. The heavier and faster models flown by Noel Whitehead (CT4) and David Law (Vampire) handle adverse conditions better.



The F4C models. David Law's Vampire (1st), Noel Whitehead's CT4 (2nd) and Noel Findlay's Fox Moth (3rd).

By the time we had finished flying and the presentations were made it must have been around 4:30PM. David Law came 1st in F4C while Steve Malcman came 1st in Flying Only. See the full results toward the end of the newsletter.

We must thank the Geelong club for hosting the day and in particular, special thanks to Janice Pope for running the canteen basically singled handed.

Also best wishes to GMAA as they move to their new home at Teasdale which I presume will take place during the latter half of this year.

VFSAA Scale Comp – 10th April at Trawalla

Unfortunately the forecast for the day was not good with 25 – 35 km/h wind. It was the feeling at the VFSAA meeting held on the preceding Thursday night that Ballarat (and 30+km past Ballarat Ed.) was too far to go for such a doubtful outcome, therefore the event was cancelled.

The VFSAA will try to organise another date at Ballarat later in the year.

As it turned out the new owners started to plough the field that week after negotiating with the club for the space we require. Given that the wind was a fairly strong westerly and our east/west runway has been curtailed somewhat it was just as well the event was cancelled. North/south is no problem which is the predominant direction given that we have rarely used the east/west strip in the 18 months at the site.



Coming Events

Indoor Flying

Ballarat Aero Modellers (The Haddon Club) have booked the Haddon hall from April until October from 7PM until 9.30PM on the third Wednesday of the month. For your convenience the dates of the six occasions have been listed in the event calendar below.

Greensborough Model Aircraft Club

2016 Sports Aero Competition

If you're a beginner to model aerobatics, or a seasoned silver wings looking for a step towards gold, make your way to GMAC for the annual Sports Aero competition being held **9am on Saturday, 30th April 2016**. Sports Aero Competition is a great stepping stone and learning platform to enter into competition aerobatics.

Depending on registrants for the day, Sports Aero & Sports Pattern competitions will be run, using standard patterns. As this event is to cater for the aerobatics beginner, no F3A class or pattern aircraft are allowed, and no flyer with promotional points may participate. Also, all competitors must hold current MAAA membership.

Mains Power, toilet, barbeque and kitchen facilities available onsite.

For further information, please contact the contest director, Russell Edwards, by email at ed@gmac.org.au



G.M.A.C. Greensborough Model Aircraft Club
Google Maps Link [Here](#)



Event Calendar

- Apr 3rd (Sun) Annual Twins & More – NFG, State field Darraweit Guim
- April 3rd (Sun) Pylon Racing on the Mornington Peninsula – Westernport Model Aircraft Club
- April 10th (Sun) VFSAA Scale Competition – BRMFC Trawalla**
- April 17th (Sun) Model Engines Fun Fly – NFG, Darraweit Guim
- April 20th Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI (3rd Wed of month April to October)
- April 22nd-24th WW2 and Military scale competition – Wagga Wagga
- April 24th/25th ANZAC Weekend Warbird Fly-in – Hamilton
- Apr 30th – May 1st 2016 Mildura Fun Fly Mildura – Sunraysia Aero Modellers
- May 14th/15th Annual Autumn Scale Rally Albury – TCMAC
- May 18th Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI (3rd Wed of month April to October)
- May 21st/22nd Wimmera Fun Fly Horsham – WMAA Field - Burnt Creek Drive. 40th Anniversary
- June 11th/12th VFSAA VicScale Trophy – Shepparton
- June 15th Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI (3rd Wed of month April to October)
- July 20th Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI (3rd Wed of month April to October)
- August 17th Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI (3rd Wed of month April to October)
- Aug 20th/21st Large Scale Racing – Bendigo
- Sep 21st Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI (3rd Wed of month April to October)
- Oct 8th/9th VMAA Trophy weekend – P&DARCS
- Oct 19th Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI (3rd Wed of month April to October)
- Nov 26th/27th Hamilton Fun Fly & 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.

Sorry to disappoint by I don't have anything new this month. Hopefully we shall have something whet your appetite next time.



Results of the VFSAA Scale competition held on Easter Saturday March 26th at Geelong

F4C SCALE

Competitor	Aircraft	Static	Rnd1	Rnd2	Average Best two + Static
David Law	Vampire	2696	2301	2464.5	5078.75
Noel Whitehead	CT4	2672.5	2169	2118.5	4816.25
Noel Findlay	Fox Moth	2385	2031	2040	4420.5

FLYING ONLY

Competitor	Aircraft	Rnd1	Rnd2	Average Best two
Steve Malmman	Clipped Wing Cub	2329	2235.5	2282.25
Roger Carrigg	WACO YMF-5	2277	2264.5	2270.75
Greg Lepp	Extra 260	2253	2220	2236.5
David White	Spacewalker	1960	2098	2029
Tony Grieger	Clipped Wing Cub	1983	2056.5	2019.75
Tim De Haan	Piper Pawnee	2045	1987.5	2016.25
Mario Schembri	Katana	2087	1752	1919.5
Wayne Goodwin	PT-17 Stearman	2005	1787	1896
Joe Finocchiaro	Clipped Wing Cub	1764	2005.5	1884.75
Gary Sunderland	Fokker V23	1943	1674	1808.5
Dennis Scott	Tiger Moth	1528	1837	1682.5
Max Rowan	Super Cub	1324	1973	1648.5
Chris Rayner	Cub	1544	1747	1645.5
Phil Pope	P51 Mustang	1412.5	1591	1501.75
Rob Dickson	Me109	0	1733	866.5
Pat Garo	Yak 54	0	0	0

I forgot to mention previously, that on the way home to Ballarat from Dog Rocks Road we planned to stop at the Elaine pub for a drink for Glenn's birthday the next day. When we passed the big roundabout with the turn off to Bannockburn and Caltex servo on the north side you could see red & blue flashing lights a couple of kilometres up the road. On approach it became evident that there had been a bad accident at the intersection of the next side road to the left that also goes into Bannockburn. The air ambulance helicopter had landed in the middle of the Midland Highway and Police were redirecting all traffic. It appeared a car had come out of the side road and got T boned by another car travelling along the Midland Highway. It sure looked a mess and you could see all the air bags had gone off in the late model Commodore/Caprice that was damaged in the front. I'm not sure what the outcome was but there were no road deaths reported on the news that night.

Max then led the way back home through Bannockburn, Shelford and Mt. Mercer into Buninyong where we stopped for a couple of drinks to round off the day and wish Glenn a happy birthday. Actually it wasn't a bad drive – the roads were quite reasonable.

A couple more pics from the scale comp at Geelong.

