



# BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: [www.startek.com.au/brmfc](http://www.startek.com.au/brmfc)

Inc. No. A0001288M

## NEWSLETTER – October, 2005

### Committee 2005/2006

<i>President</i>	Glenn White	(0412 641 188)	<i>Public Officer</i>	Roger Carrigg	
<i>Vice President</i>	Nick Katsikaros	(0438 559 985)	<i>Safety Officers</i>	Hugh McCormick	(5333 3448),
<i>Treasurer</i>	Rick Pimblott	(0417 424 819)		Graham Waterhouse	(0417 377 099)
<i>Secretary</i>	Roger Carrigg	(0437 842 277)	<i>Newsletter Editors</i>	Glenn White,	
<i>Publicity Officer</i>	Gordon Hicks	(0427 033 981)		Roger Carrigg	
<i>Returning Officer</i>	Rick Pimblott		<i>Field Maintenance</i>	Max Rowan	(0408 501 584)

**Contacting BRMFC:** Secretary Roger Carrigg, 11 Lawrie Drive Alfredton 3350.  
Ph. (03) 5334 2189, Mob. 0437 842 277, Email: [roger@startek.com.au](mailto:roger@startek.com.au)

The next meeting of BRMFC is to be held out at the flying field on **Wednesday evening October 26<sup>th</sup> 2005** 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. ARF Scale Event – Post Mortem
2. Field Maintenance
3. Constitution Amendments
4. Helicopters at Field
5. New Flyer to Promote Club/Hobby
6. Xmas Raffle/Xmas Party
7. Begonia Festival
8. Open Day

### Points of interest from the last meeting

#### 1. ARF Scale Event

Rick Pimblott presented the following report:

- a) Rick P. has taken on the position of Contest Director.
- b) It's confirmed that we have two sponsors – Model Engines and Roj's Hobbies. Model Engines has offered 20 goody bags and Roj's Hobbies is to provide a couple of small engines for the first prizes.
- c) We need 6 judges and 2 pencilers. CD is to go through the manoeuvres with the judges so that they are aware of what is required.
- d) Hugh McCormick has volunteered to run the transmitter pound.
- e) Murri Anstis is to make another set of scoring paddles incase we need to run two flight lines.
- f) Need members to run the canteen – Rick and Pam will be on the flight line.
- g) Pam P. is organizing the trophies. Secretary to take the wooden trophies that were earmarked for the open day to Pam on Monday 26<sup>th</sup> September so that new engraving can be arranged.

**Action:** Murri Anstis to make another set of scoring paddles.

**Action:** Secretary to take the wooden trophies earmarked for the open day to Pam. (Done)

#### 2. Field Maintenance

Max Rowan was absent but some prepared notes were submitted to the President prior to the meeting:

- a) Propose to start on the container roof in the next 2 weeks.
- b) Still looking for cheap bricks/pavers for BBQ area.
- c) Need a firm price off Murri for some shade mesh that he has. Murri said club could have it for free.

- d) Rob Beardall to finish electrical work in next few weeks.

Hugh McCormick advised that both mowers required some repairs. Drive belt has broken on small ride-on while a pin has dropped out of cutting deck on large mower.

*Max advised on Sunday 2<sup>nd</sup> September that erecting a roof over container is too much work. He is to persevere with sealing the roof with gutter sealant. Both mowers have also been repaired.*

#### 3. Constitution Amendments

Not done yet – Held over until next meeting.

#### 4. Helicopters at Field

Rick P. (Returning Officer) reported that he has only received three responses – 2 yes, 1 No.

After some discussion it was decided to place again in next newsletter to remind members to have their say. Then 'put it to bed' at the next meeting.

Max indicated 'Yes' in his prepared notes and stated that if it was to go ahead he will establish firm rules and regulations in writing.

**Action:** Editor to place reminder in next newsletter. (This newsletter)

#### 5. New Flyer to Promote Club/Hobby

Gordon Hicks was absent so we did not have a formal Publicity Officer report.

Max suggested (in his notes) that we should advertise a Try-Fly day in the Courier. How much would it cost? Murri Anstis then suggested that he would ask the Air Cadets to see if they are interested. Further discussion was held over until future meetings.

**Action:** Murri Anstis to gauge Air Cadets' interest in a Try-Fly

**6. Gate Keys**

Secretary advised that the old padlock will be taken off the entrance gate today (25<sup>th</sup> September). If you haven't yet got your new key please see the Secretary.

**7. Xmas Raffle/Xmas Party**

Max suggested (in those notes again) that perhaps we should look at a brush cutter or power tools this time for the raffle. After some discussion it was decided that we would stick with the tried and proven Barrow of Xmas Cheer. As usual the raffle will be drawn at the Xmas party, so raffle to be advertised as drawn on or before 18<sup>th</sup> December. Club would also appreciate donations from the members as has happened on previous occasions.

It was pointed out that we need the raffle running by the ARF scale weekend.

Bill Ninness gave a run down on what the Bell Tower could offer if we decided to hold our Xmas party there. If we hired a room then it would tie us down to a particular date and amount per head. If we use the lounge bar which can hold around 50 people then we can just order off the menu at menu prices. Bill presented the menu which seemed to have quite reasonable prices. (main meals \$15-\$20)

Bill was asked to book Friday night 16<sup>th</sup> December for 30-35 people in the lounge bar.

**Action:** Secretary to get raffle up and running.

**Action:** Bill Ninness to book Bell Tower on Friday night 16<sup>th</sup> December for 30-35 people in the lounge bar. (Bill reported on Sunday 2<sup>nd</sup> October that the booking has been made)

**8. Club Meeting – Sunday Morning**

In an effort to reduce the number of trips to the field it was decided to hold the meetings on the 4<sup>th</sup> Sunday commencing at 10.00AM instead of 4<sup>th</sup> Saturday. There will be occasions when the 4<sup>th</sup> Sunday clashes with events held at our field or at other fields. In fact this occurs in October as the meeting date falls on the same day as the ARF competition.

*It was decided by the Committee after the meeting to hold the next meeting on Wednesday night 26<sup>th</sup> October (now that we have the lighting in the shed) commencing at 7:30PM. Why not try and do a bit of car pooling – see who lives in your vicinity.*

**9. Begonia Festival**

Due to Gordon's Absence this item was held over until the next meeting.



**VMAA News**

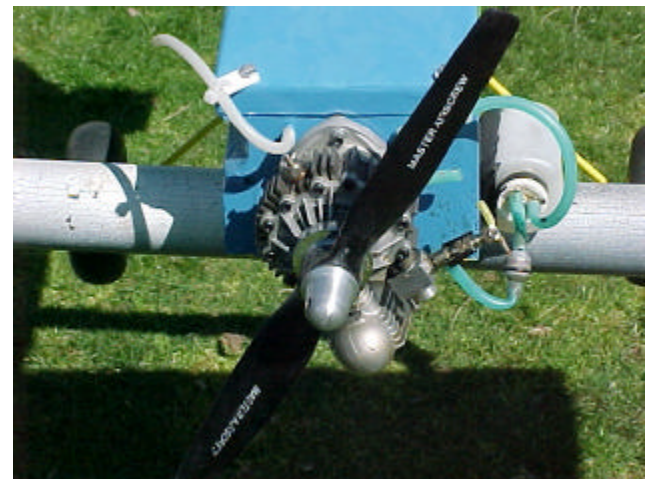
**MAAA 2007 Nationals** – The VMAA has advised the MAAA that it is willing to host the 2007 Nationals in Victoria. Letter of invitation to host 2007 Nationals is to

be sent to all the VMAA affiliated clubs. Submissions are required by the 8<sup>th</sup> December 2005.



**New Models seen at field**

Peter Taylor had his first low wing ARF out at the field on Sunday 25<sup>th</sup> September to be checked over and test flown. We suspected that there might be a balance problem as being a trike you would expect it to sit comfortably on all three wheels. However this one wanted to sit on its tail if you pushed it down. Murri performed a couple of taxi runs and it all seemed okay. There was a minor problem with the steerable nose wheel linkage. Once Peter fixed the problem Murri test flew the model which was rather uneventful (the way we like test flights). We understand that it didn't even require any trim changes to speak of.



*Note the complicated plumbing arrangement. The tank on the side is only the header tank. The black speckles on the firewall behind the needle valve is Hugh's blood!!!*

On Sunday 2<sup>nd</sup> October Hugh had his latest fun fly out at the field which has become a test bed to run his 30-40 size Wankel (not exactly sure of the size). We know there's been plenty of wankers out at the field but this is the first Wankel!!! The power output is unknown and it is difficult to know what prop to use. Hugh started off with a 3 bladed prop but it only managed a fast taxi. Back in the pits Hugh fitted a conventional 2 bladed prop but whilst tuning we heard the dreaded noise of fingers hitting a spinning prop.

Hugh was not badly injured but had to pack up and decided to get a tetanus injection and have the wound inspected at the hospital.

I guess we'll see the Wankel out at the field again shortly for another attempt.

In preparation for the up and coming ARF competition Glenn had his new CM Pro 72" Spitfire (Graeme Allen's old one of Wagga fame) out for its test flight on Sunday October 16<sup>th</sup>. After getting the throttle travel adjusted on the OS120 FS it was then ready for take off. Unfortunately on take-off it banked steeply to the left as it lifted off. Glenn was unable to correct the bank as it veered towards the pits. It landed heavily on the port landing gear tearing

it out of the wing structure. Fortunately little damage was sustained.

On the same day Peter Evans turned up with a new ARF. This one is an orange P51 racer powered by an OS 46FX. I'm not sure of all the details but it had *Stiegler International* on the wing.



*Peter Evan's nifty P51 racer. Flew very nicely.*

Peter had it prepared extremely well and that bit of attention paid dividends because it flew 'straight off the board' without any dramas. Hardly any in flight trim required. The only peculiarity was the whistle that it makes at high speed.



### Crash Report

Lawrence has been unwell the last few weeks hence no crashes to report at this stage. We all hope your health improves not just to get in this column, but to see you flying again.

Everything was going well on this front until Sunday morning October 16<sup>th</sup>. It was a glorious day but several members had trouble.



*Glenn's Spitfire after wing was removed. The only damage sustained was to starboard landing gear mounting.*

Glenn's Spitfire (as featured in new at field) may have lifted off too soon or as we found out afterwards the wrong

servo arm was used on the rudder servo and had slipped on the spline. This may well have been a result of the impact but possibly it also slipped on takeoff due to the loads applied by the tail wheel steering resulting in unwanted rudder trim. Glenn now has some more work to do to get it ready for the ARF weekend.

Max was having trouble with the P51 Mustang. First of all the spinner blew itself to bits while running up in the pits. (Another thing to be aware of with ARF's – could have been quite dangerous as bits went everywhere) The OS46AX that Max had just fitted obviously spun it a lot faster than the OS40FP originally installed.

Max was then having high speed stall problems coming out of loops and 1/2 Cuban eights. Finally Max was unable to recover from a stall on the last manoeuvre and the P51 hit the ground rather hard sustaining a fair bit of damage but still in one piece.



*Max's P51 after it's altercation with mother earth.*

Hugh had his Jodel out again in anticipation of another flight when while running up the motor the whole canopy blew off along with the starboard side panel.



*Hugh looking a little bewildered after the canopy blew off.*

Looks like its back to the hangar for some repairs before we get to see the Jodel fly again. Just as well the canopy didn't come off in flight.



## Helicopter Survey

It was decided at the August meeting that the members would be surveyed via the newsletter to gauge the members' attitude to re admittance of helicopter activities at the flying field. Question:

*If helicopters can be accommodated satisfactorily at our field do you think they should be allowed back in? Yes or No.*

Please send your answer to the Returning Officer via post or email or lodge at the next meeting.

This is your final opportunity to lodge your opinion as this matter will be finalized at the next meeting. ALL VOTES MUST BE IN WRITING VIA POST OR EMAIL. ONLY THESE VOTES WILL BE COUNTED.

Rick Pimlott, 15 Back Raglan Road, Beaufort, Victoria 3373. or email [Rick.Pimlott@Amcor.com.au](mailto:Rick.Pimlott@Amcor.com.au)



## New Gate Keys and locks

The new locks are in place and the old lock has been removed from the gate so if you do not have a new key you will not be able to get in.

The new keys are available from the Secretary (See address at top). If unable to get to the field or call around return old key by post with a stamped self addressed envelope and a new key will be posted.

If no old key returned then a \$10 deposit is required for the new key.



## Tips & Tricks

**Servo Arms** – These days we have the luxury of being able to purchase various brands of servos to connect to our receiver. ie. If you have a JR receiver you can also plug in Futaba, Hitec etc servos and it all works fine. (This could not be done years ago).

Make sure that you do NOT mix servo arms between the different brands of servos – the splines are not necessarily the same. Keep all your spare servo arms in marked packets so that you know what brand they are.

The trap is that you can fit a servo arm with a slightly larger diameter spline onto the servo output shaft, but under load it can slip and maybe with disastrous consequences.

In this game it's prudent to eliminate as many of the sources of disaster as possible.



## Events

### Shepparton Mammoth Scale 17<sup>th</sup>/18<sup>th</sup> September

*An article by Greg Hendrickson, who accompanied the Ballarat contingent to Shepparton.*

It was my recent pleasure to attend at the Annual Mammoth Scale weekend at Shepparton.

As a totally unversed and non-flying radio controlled model tyro I was absolutely smitten with the excellence of the weekend activities.

It was unfortunate that the Saturday was subject to such inclement weather conditions yet it spoke highly of the fortitude and veracity of the attending flyers that they were prepared to participate in the wind and rain.

The Sunday proved a total weather reversal and was idyllic.

I was particularly impressed with the excellence of the models on display and performing. The authenticity and detail of construction was outstanding.

As a fan of the radial engine I found the Aeronca L1 particularly impressive with its wonderful Saito radial and expected complementary excellence of construction.

The appearance of the Joint Strike Fighter was very much a highlight and the sheer speed and sound of the model was extraordinary. To own and operate a turbine is certainly something to aspire to.

To the Ballarat club members who took their models to the weekend I offer my congratulations for their fine efforts and for their level of commitment in transporting and operating their models. It obviously required a lot of work.

I was also taken with the De Havilland Comet, the Scale Stearman, Tupolev, B24 Liberator, P38 Lightning, and all the P51 Mustangs. The old warbirds are my particular favorites.

I am getting impatient to acquire my first aircraft and particularly thankful to the Ballarat club members for their friendship, encouragement and helpful advice.

*Greg Hendrickson.*

*Many thanks Greg for your kind words – Ed.*

*A few words from Gordon Hicks*

Once again Shepparton's Mammoth Scale weekend didn't fail to impress. This year provided the spectators with almost every kind of scale flying and examples of nearly every kind of fixed wing aircraft. With the poor weather on Saturday many pilots deserved bravery awards for even contemplating getting airborne, consequently many planes were damaged or lost before the weather finally closed in and flying was abandoned. Sunday however was a stark contrast with ideal flying weather straight from the start. Immediately from the start there was a large demand for certain frequencies. This year the Shepparton club introduced priority waiting. How I understand this works is if you are on a frequency that has a backlog of pilots waiting to fly the pound gave you a number that moves you up the waiting board on the flight line. This allowed for a full flight line for most of the day and many pilots

who were ready to fly got in as many flights in one day as they had for a full weekend on previous years. This was no mean feat as there were as many models present as I have seen on any previous year.

These models were also of the usual high standard we almost take for granted at this event, and as I'm sure you can see by the photos.

Early on Saturday I asked for permission to hang a few posters up around the field to advertise our ARF scale day. This was well received by the organizers and whilst hanging a few I mentioned the ARF day to the M.C. just before he was about to start. The result was huge! For the entire event we managed to have our ARF day broadcast whenever there was a gap in commentary and the posters were visible from nearly every part of the field. A pilot had to be both blind and deaf to not be informed about our day.

*Gordon Hicks*



## Coming Events

### ARF Scale Event – October 23rd

Planning for this event is at an end, all we can do now is pray for good weather. We currently have a small number of pre-entries and a larger number of verbal commitments, which suggests that we should have sufficient numbers to have a successful event.

We have two sponsors on board, which means that we have a First prize of an OS 46 AX motor for the Novice section, and an ARF Cap 231 57" kit for the Sportsman section. Both of these prizes have been donated by ROJ'S HOBBIES 136 Wingrove st. Fairfield.

And a number of goodie bags have been donated by MODEL ENGINES.

At this stage the organizing has been done by a few, now is the time for the rest of the club members to step up & offer assistance to make this day a success if we are to be able to make this an annual event in the VMAA calendar. With the day only a little more than a couple of days away we would appreciate those who can help or fly on the Saturday & or Sunday to contact myself or Pam so that we can try and allocate tasks.

If entries go as it is looking we will have to run 2 flight lines. If that is the case then we will require 6 people to do the flight judging two people to score, at least three or four people to assist in the canteen, people to assist with the field set up on the Saturday & probably many other tasks.

**Don't forget to make this a success we need all you who are able to lend assistance, to come out there and help.**

Contest Director  
Rick Pimblott

### Lake Goldsmith Steam rally – Oct 29<sup>th</sup>/30<sup>th</sup> 2005

We have been approached by Rod Jones of the Lake Goldsmith Steam Preservation Association Inc. to put on a flying display over the two day event.

Being such short notice we are trying to arrange flying sites and permits. At this stage there are a lot of unknowns, however if permits cannot be arranged we'll put on a static display. It would be nice to have a list of members who are able to attend on either or both days with their models.

Contact Glenn if you are able to assist. Mob 0412 641 188.

Unfortunately we've had some bad news. The owners of the adjoining land where we proposed to fly have declined permission for us to use it. It seems that there is a bit of friction between the Steam Association and their neighbour and its payback time. Anyway we have promised them a static display on the Sunday. We will then have the opportunity to see if it's possible to fly off another area of the Steam Association site on future rallies.

### Hamilton Annual Display – Nov 26<sup>th</sup>/27<sup>th</sup> 2005

If you intend to go to the Hamilton Annual Display & Swap meet this year you should be getting your accommodation booked. Most of us stay at the Hamilton Lakeside Motel. (Ph. 5572-3757)

Don't forget there is a large buy and sell tent where you can get rid of your pre-loved treasures and buy somebody else's.

### Xmas Party

The Xmas party has been booked for Friday night 16<sup>th</sup> December at the Bell Tower for 30-35 people in the lounge bar. Mark this in ink in your diary.

### Xmas Raffle

We are endeavoring to organize our Xmas raffle and print off some tickets to enable us to sell some at the up coming ARF competition and Steam Rally. This is all a bit of a rush so we have decided to go with the Barrow load of Xmas Cheer as the prize.

### Roy Gladman Round 3 Scale

We've scheduled round 3 scale event for Sunday 4<sup>th</sup> December. 9.30AM start, BBQ lunch, you know the drill. It would be nice to have a few more flyers this year. Let's hope the ARF scale event will get you all enthused. To even things out handicaps will be worked out.



## Event Calendar

Oct 23 <sup>rd</sup> 2005	ARF Scale Event – BRMFC Yendon.
Oct 29 <sup>th</sup> 2005	Military Aircraft Rally – State Field.
Oct 30 <sup>th</sup> 2005	Lake Goldsmith Static Display.
Nov 5 <sup>th</sup> /6 <sup>th</sup> 2005	VFSAA Round 5 & Scale Rally – Albury.
Nov 6 <sup>th</sup> 2005	Geelong Open Day – Mannerim.
Nov 20 <sup>th</sup> 2005	State Field opening 2 <sup>nd</sup> Anniversary.
Nov 26 <sup>th</sup> /27 <sup>th</sup> 2005	Hamilton Annual Display and Swap meet.
Dec 4 <sup>th</sup> 2005	Roy Gladman Round 3 Scale.
April 2006	59th Nationals – Strathalbyn SA.

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

BRMFC Financial Members for 2005/6 as at 18<sup>th</sup> October 2005

First Name	Surname	Street	City	PCode	Hm Phone	Mobile Phone	Bus Phone	AUS No	Email
Graeme	Allen	50 Acacia Street	Invermay	3352	5331 3706	0418 534 983	5333 8901	38597	allen_graeme@laminex.com.au
Murri	Anstis	610 Sebastopol Street	Ballarat	3350	5332 3296	0419 323 587		11276	topgun@giant.net.au
Len	Astbury	345 Fussell Street	Ballarat	3350	5331 4239			11277	
Matthew	Beardall	152 Yendon-Egerton Road	Yendon	3352	5341 7594			61247	
Rob	Beardall	152 Yendon-Egerton Road	Yendon	3352	5341 7594	0419 520 563	5327 2441	61248	rbeardall@powercor.com.au
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Stephen	Connor	204 Inglis Street	Buninyong	3357	5341 3021	0417 413 021	0417 413 021	63067	steve@bcs-it.com.au
Terry	Curry	58 Swanson Road	Dereel	3352	5346 1400			13564	tacurry@netconnect.com.au
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Lindsay	Dyer	65 Foo's Lane	Warrenheip	3352	5334 7478			11285	
Peter	Evans	10 Albert Street	Miners Rest	3352	5334 6957	0438 643 949	5339 4222	39221	pjrlevans@bigpond.com
Dean	Farnsworth	119 Errard Street South	Ballarat	3350	5332 6376		5320 2398	50547	farny@ncable.net.au
Michael	Faulkner	1/1A Redan Street	Ballarat	3350	5338 7323	0418 508 760		20664	faulkner@netconnect.com.au
Noel	Findlay	12 Shasta Drv	Delacombe	3356	5335 7625	0418 801 287		26437	findlay@cbl.com.au
Lawrence	Fisher	11 Shari Drive	Delacombe	3356	5336 0417	0408 334 003		38599	lfisher@netconnect.com.au
Wayne	Goodwin	33 Robertson Drive	Alfredton	3350	5334 2652	0419 392 852		50548	wayne5656@hotmail.com
Gordon	Hicks	307 Nicholson Street	Ballarat	3350	5332 4572	0427 033 981	5335 6940	61249	grov@dodo.com.au
Murray	Johnson	RMBE 963 Main Road	Warrenheip	3352	5334 7337	0408 102 035		55182	johnson.murray.l@edumail.vic.gov.au
Nick	Katsikaros	30 Lauderdale Ave.	Alfredton	3350	5334 3938	0438 559 985	5339 5859	50881	nickk@gekkos.com
Hugh	McCormick	Unit 11/2 Ida Street	Ballarat	3350	5333 3448			29424	
Malcolm	Miles	75 Curtis Street	Ballarat	3350	5346 1304	0408 514 453	5333 4747	62922	westbear@austarnet.com.au
Anthony	Mott	P.O. Box 500	Blackburn	3130	9842 8406		9842 8406	5867	ammott@bigblue.net.au
William	Ninness	206 Nolan Street	Buninyong	3357	5341 3874	0438 047 058			
Pam	Pimblott	15 Back Raglan Road	Beaufort	3373	5349 2594	0408 032 179		41091	pimblott@cbl.com.au
Rick	Pimblott	15 Back Raglan Road	Beaufort	3373	5349 2594	0417 424 819	9490 3258	40824	Rick.Pimblott@amcor.com.au
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Phillip	Pope	5 Mercer Street	Teesdale	3328	5281 5138			55567	philgeo@ozemail.com.au
Ted	Rivett	506 Landsborough Street	Ballarat	3350	5333 1288	0409 321 956	5332 2244	1782	
Max	Rowan	231 Shire Ave	Mt Helen	3350	5330 2305	0408 501 584		45938	rowanroadfreight@hotmail.com
Peter	Taylor	160 Bogong Avenue	Invermay	3352	5331 8793	0437 053 802	5337 7979	64884	
Graham	Waterhouse	9 Midlands Drive	Ballarat	3350	5332 8897	0417 377 099		8707	jungra@netconnect.com.au
Terry	Weatherson	P.O. Box 298	Newborough	3825	5127 1888			13354	teal@net-tech.com.au
Glenn	White	9 Chatham Ave	Mt Helen	3350	5330 1653	0412 641 188	5332 3312	43166	gwhite@netconnect.com.au
Ken	Wilkins	1 Iluka Crt.	Alfredton	3350	5334 1825	0409 954 881	5333 6423	19497	wilkinsk@bigpond.net.au

A few more pictures from the Shepparton Mammoth Scale event held over the weekend of 17<sup>th</sup>/18<sup>th</sup> September.



Tupolev bomber with two parasol aircraft suspended under each wing. The parasol aircraft are electric powered and can be released in flight. Each is R/C, and requires its own pilot of course.



De Havilland Comet – not sure if it's the large or extra large one.



The Ballarat contingent with Max's Jenny, Roger's Cessna 182 and Graemes Super Cub.



David Law's turbine powered Joint Strike Fighter.



The big PT 17 Stearman powered by Moki 215cc petrol radial.



Graeme on his way out to the flight line, Max ready to start the Jenny.



Graeme greasing the cub in for another perfect landing.



Magnificent Aeronca L1 powered by a big Saito radial.



Max easing the Jenny into the wild blue yonder.



Rod Mitchell's B25 and Grumman Tigercat twins. Rods aircraft are always very reliable.



The ill fated Russian Bear. Had two RCV 90's or 120's



Peter, Glenn and Max in the ready box watching the RCV's being started in the bear.