



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – June, 2008

Committee 2007/2008

<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>	Graham Waterhouse (0417 377 099), Peter Evans (0438 643 949)
<i>Treasurer</i>	Rick Pimblott (0417 424 819)	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Secretary</i>	Roger Carrigg (0437 842 277)	<i>Field Maintenance</i>	Max Rowan (0408 501 584)
<i>Publicity Officer</i>	Gordon Hicks (0427 033 981)		
<i>Returning Officer</i>	Rick Pimblott		

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The next meeting of BRMFC is to be held out at the flying field on Wednesday June 25th 2008 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 (with something on it) for supper.

Agenda Items for the next meeting

1. Field Maintenance
2. Playground Equipment
3. Outdoor Furniture
4. Enhancing Flying Skills
5. ARF Scale Competition
6. AGM & Committee Nominations
7. Club Fees for 2008/9
8. Mid Year Club Dinner
9. Meeting Venue

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. Set date for Open Day 2009

The secretary stated that based on holding the open day on the 1st Sunday in April, the date for next year's event is **Sunday 5th April 2009**. Easter Sunday is 12th April 2009 so there is no clash with Easter. The meeting agreed on **Sunday 5th April 2009**.

In 2010 Easter Sunday is 4th April 2010 which would be the date for our display. Would/Should we then reschedule or hold our display over Easter? Think about it!

Action: Secretary to notify VMAA Contest Director to get date into VMAA calendar of events. (Done)

2. Field Maintenance

The field maintenance officer (Max Rowan) was unable to attend the meeting and sent his apologies.

- a) The Secretary advised that Max replaced the oil filter on the ride on mower last Sunday 25th May.
- b) The main generator is no longer plugged into the lighting system and the cord to plug in the small auxiliary generator could not be located.

Action: Max to check out the generator/lighting system.

3. Playground Equipment

Due to the absence of Murri Anstis, this item was carried over until the next meeting.

Murri rang the Secretary the next day and advised that he has some timber sleepers for the sandpit and expects to start very soon.

4. Outdoor Furniture

We need to replace the table/seats that were constructed from untreated pine. The seats lasted about 7 years but have rotted and are unsafe and as such have been removed from where they can be used.

Manufacture of replacements will need to be the subject of a working bee.

Item carried over until the next meeting.

5. Enhancing Flying Skills

This was raised by Nick Katsikaros at the February meeting with the aim of providing a pathway for new members to improve their flying skills post bronze wings.

Murray Ellis pointed out that the Geelong club doesn't have any specific program.

Matt Porter suggested getting some VMAA videos that can assist in this area and hold a training night.

6. ARF Scale Competition – 26th October 2008

When Roger & Glenn attended the South Pacific Scale Masters held at Shepparton a recently, Brian Green (RCM News) asked if BRMFC would consider holding the what became popular Classic Scale class as well on our ARF day and make it a two day event. Brian said they would promote the event in RCM News magazine. We must make a decision so a reply can be sent to RCM News.

The pros and cons were discussed with the main objections to the request being that the Classic scale would overshadow the ARF category and that our event may get hijacked.

A vote was taken and the result was narrowly in favour of including the Classic class on this occasion.

Action: Secretary to notify Brian Green of RCM News that we are prepared to include Classic scale on our next ARF day.

See "Coming Events" further on, for update on this topic.

7. Club Fees 2008/9

The Secretary advised that we have been officially notified of the MAAA/VMAA fee structure.

Combined fee is \$101 senior, \$59 Junior. (2007/8 was \$109, \$61 respectively)

Our current policy is to increase the club component inline with the CPI.

CPI for the period Mar 2007 to Mar 2008 is 4.2%. (4.2% of \$76 = \$3.15 (say \$3.00 increase) » \$79

BRMFC fees for 2008/9: **\$180.00 Senior, \$172 Pension & \$98.50 Junior.**

(This is a reduction of \$5.00, \$5.50 & \$1.50 over 2007/8 respectively)

The meeting agreed to adopt the new fees.

The Secretary then reminded the meeting that fees are due on the **1st July 2008** (not the end of July).

Action: Secretary to update web site with 2008/9 membership payment form. (Done)

Action: Editor to include 2008/9 membership payment form in the June newsletter. (Done)

8. AGM & Committee Nominations

The returning Officer (Rick Pimblott) stated that all positions with the exception of Vice President and Treasurer are up for re-election at the AGM to be held on Wednesday 23rd July.

A committee nomination form was included in the last newsletter, please make your nomination/s and forward to Rick.



Membership Fees 2008/9

Membership fees for 2008/9 were mentioned above in the "Points of interest from the last meeting" column.

Subs are due on the **1st July 2008** (doesn't the year slip by fast), so please make an effort to get to the next meeting with the membership form filled out along with your payment. It's good to report that overall, subs have fallen again due to a reduction in the MAAA public liability insurance. That's only come about because no claims have been made against the insurer. The MAAA underwrites the first \$10,000 to keep the premium down so that covers the customary fingers in props, planes hitting cars etc.

As a way of making it more convenient to pay (I know it doesn't make it less painful though!!!) you can make a direct deposit into the club's bank account. If you elect to pay this way make sure you enter your name on the transaction details and send the Secretary the Membership Payment Form noting on the form that you've made a direct deposit.

The club's bank account details are shown below and also at the footer of the revised Membership Payment Form.

The membership payment form is at the end of the newsletter and can also be found on the club's web site.

Bank: ANZ.

BSB: 013799

A/C No.: 3169 28278

A/C Name: Ballarat Radio Model Flying Club Inc



Meeting Venue

Now that petrol is getting so darned expensive perhaps we should look at holding the meeting in town instead of out at the field at least during the winter months.

As a suggestion we could continue holding the meetings at the field from October to March which is five meetings (we don't have a meeting in December). Apart from October this is during daylight saving period and it still gives members a chance to have a fly before the meeting if the weather permits.

For the months April through to September we could hold in town at a central location which would be convenient to most members. There are places that have function rooms available in many cases for free with the expectation that we patronize their bar facilities.

This item is on the agenda for the next meeting. If anyone has any suggestions and/or ideas where we could hold our meetings please put them forward at the meeting.



New Models seen at field

What a ripper day it was on Sunday 1st June the first day of winter. We had a great turn up of members and a couple of new models to test fly – Wayne Goodwin's Beechcraft Bonanza and Russell Aggett's CM Pro P51 Mustang.

Just recapping, Wayne had his Beechcraft Bonanza out at the field on the previous Sunday but we couldn't get the motor to run reliable particularly when the nose was raised. During the week Wayne worked on the Saito 150 four stroke and finally fitted a fuel pump that pressurizes the fuel tank. The work paid dividends because the Saito now ran like a Swiss watch – lifting the nose showed no signs of a sagging motor so it was time to fly.

Before doing so I (Roger) wanted to recheck the CofG using the Great Planes balancer borrowed from Mike Faulkner. During the week I downloaded the assembly manual for the Bonanza from the Top Flite web site. It showed the CofG position as 162mm back from the leading edge at the wing root. We took the Bonanza into the shed and positioned it upside down on the balancer at the specified CofG position. It appeared to be level. To make sure it was moved back about a ¼ inch and the nose dipped so we were confident the CofG was well within the specified range.



Wayne's Top Flite Beechcraft Bonanza V tail can be seen here in the pits shortly before its test flight. Model is powered by a Saito 150 four stroke.

Back to the pits and the Saito was refueled, retracts pumped up and the motor started and rechecked by holding the nose up. The Saito didn't alter tune at all with the fuel pump fitted which was very reassuring. Final control and range checks were done and everything seemed in order.

The Bonanza was pushed out from the pits, ready for its test flight. I informed everyone that a couple of high speed runs up the runway would be done first. The Bonanza tracks straight with very little rudder correction required. After the second run back to the end of the runway the Bonanza was turned around into wind and the throttle opened up. The Saito 150 pulled strongly and in no time it was nearing the end of the runway with heaps of airspeed. A little up elevator was applied and it took off a little steeper than I'd have liked necessitating some down elevator to produce a flat climb out. The Saito had heaps of power allowing the throttle to be pulled back to about 2/3's. It then required about 3/4 of the available down trim to get it flying straight and level. May have been a click or two of aileron but that was insignificant.

The Bonanza was now flying around doing circuits and was handling like a dream. Steep turns were predictable – very little tendency to wind in or slide out of the bank. I asked Wayne to flick the switch to raise the U/C and then it really looked impressive. I was starting to get confidence with it particularly with the engine after the problems the week before. The engine was spot on tune with no change in note as it maneuvered around the sky. Some high speed relatively low passes were done which really show off the impressive lines of the Bonanza with its distinctive V tail.

Next thing to try out was the flaps because I wanted to use them on the landing. Once you get used to flaps you tend to like the lower landing speeds. The Bonanza was taken up higher and the power reduced, I then asked Wayne to deploy about 1/2 flap. There was little change in flight attitude might have nosed up a bit.

By this time the Bonanza had been up for about 10 minutes so it was decided it was time to land. Not being familiar with the U/C and flap controls on the JR 388 transmitter, I once again asked Wayne to lower the U/C and put in 1/2 flap. The Bonanza was on the down wind leg at about 1/2 power while this was done. The Bonanza felt good as it was turned on to the crosswind leg and power reduced and then onto the final approach. A little touch of

throttle was required to check the rate of decent and when it was over the end of the runway the throttle was cut and the Bonanza kissed the runway and Wayne breathed a sigh of relief. The Bonanza pulled up before the end of the runway and was turned around and taxied back to the pit area.

Well I must admit I did enjoy flying the Bonanza. However it's a model that will always require plenty of airspeed at lift off with rotation being a little more sudden than expected. (My P39 is a bit like that and I've found that 1/2 flap on take off allows it to unstick without having to raise the nose too much with up elevator.) While downloading the Instruction manual during the week I found a flight test on the Top Flite web site and that model did exactly the same thing only much more severely. I was half expecting it after reading the flight report and was ready for it. The Bonanza required more down trim than expected – the elevators were down a fair bit on inspection when back in the pits. It's a very nice model Wayne.



Russell's CM Pro P51 Mustang also with a Saito 150 four stroke engine awaiting its test flight.

Murri Anstis normally does Russell's test flights but seeing as Murri wasn't at the field he asked me (Roger) if I would do the honors. You know what its like when someone asks you to test fly their model you feel obligated to go over it with a fine tooth comb to make sure everything is up to scratch.

Russell had done a generally good job assembling and preparing the P51 but a couple of things needed attention with the controls. After these were rectified and balance check was done the Saito 150 was started and some practice take off runs up the strip were done. The P51 seemed to track okay so it was now time to fly.

The throttle was opened, the tail was allowed to lift and when the P51 gained sufficient airspeed a little up elevator was applied and it gently lifted into the air. I can't remember what trim was required so it couldn't have been much – maybe a click or two of elevator and aileron.

We flew the P51 around for several circuits and it seemed to handle quite predictably. Strangely though the exhaust note on the Saito 150 didn't sound as consistent as the Saito 150 in the Bonanza – maybe the Saito likes a fuel pump as Wayne found in the Bonanza. A loop and roll were executed without any problem. From memory it tracked straight through the loop without any tendency to corkscrew.

After a few more circuits it was time to land. With the zephyr breeze fluctuating all morning, approach this time was from the Spredeagle Road end which was the same direction as take-off. During the downwind leg power was reduced to about 50%, followed by a descending left turn onto the crosswind leg. While continuing to lose height the P51 banked onto final approach and power was pulled back to about ¼ throttle. Descent was a little more than expected requiring a trickle of power to get to the threshold. But then it floated on a little further than I expected and touched down half way along the strip with a bounce then settled okay on the next touch down rolling to the edge of the strip. The farmer had only just run his scarifier around the paddock in preparation for this year's



crop making the edge a bit rough for the tiny wheels on the P51 causing it to nose over. Why do they put such small wheels on these ARF kits? – they are no

where near scale. If you look at the photo of this CAC P51 taken at Avalon in 2007 the wheel diameter approaches that of the spinner diameter which means this model should have wheels 3½” - 4” in diameter.

All in all, this model is good value and Russell should get many enjoyable flights.



Crash Report

We haven't heard of any unintended interaction with the edge of the sky which is good news – perhaps not so good for the hobby shops!!!



Time for a Laugh

The Computer won't work... this sounds familiar!!!

I was having trouble with my computer. So I called Eric, the 11 year old next door, whose bedroom looks like Mission Control, to come over.

Eric clicked a couple of buttons and solved the problem.

As he was walking away, I called after him, 'So, what was wrong?'

He replied, 'It was an ID ten T error.

'I didn't want to appear stupid, but nonetheless inquired, 'An, ID ten T error? What's that in case I need to fix it again?'

Eric grinned... 'Haven't you ever heard of an ID ten T error before?'

'No,' I replied.

'Write it down,' he said, 'and I think you'll figure it out.'

So I wrote down: I D 1 0 T

I used to like Eric.....

Q. What's a mixed feeling?

A. When you see your mother-in-law backing off a cliff in your new car.



Tips & Tricks

L/G Spats – Spats can be a problem with many aircraft but a couple of things I (Roger) did to the spats on my Great Planes Shoestring and Super Stearman have greatly improved their serviceability.

- ◆ Replaced the supplied plywood doubler with a much longer and thicker one chamfered to suit the inside of the spat contour. Also used good quality marine ply.
- ◆ Added another doubler to the outer face of the spat to pick up on the Du Bro axle. Don't know why that's not part of the design – must be something to do with cost.
- ◆ On the Stearman I also fitted formers in front and behind the wheel maintaining about 8mm wheel clearance. These really stiffened the spats and stops mud getting down the back of the spat when the strip is wet & muddy. (I had mud get into the spats of my Cessna 182 once and when it dried it was extremely difficult to remove – I think I had to soak the wheel assemblies in water.) The formers were cut out of 1/8 balsa with the grain running vertically and cross strips glued on for strength. They weren't that hard to make. By trial and error I cut a cardboard template to fit the outside contour of the spat at the desired location. Only had to do one side. Even better still the front and rear formers were the same. Then traced onto balsa sheet, cut out four and epoxyed them into position. Finally sealed the balsa formers with thin ZAP for waterproofing.
- ◆ Finally I now use a piece of bicycle tube rubber between the spat and L/G leg to stop the spat cracking or chaffing when tightened with the attaching screws. In fact bicycle tube rubber would be excellent between fiberglass cowls and fuselage to stop chaffing.



Events

VFSAA Trophy Shepparton – 7th/8th June (By Glenn)

4.00 AM Saturday. What a stupid time to get out of bed. The phrases get a life or you must be mad come readily to mind. The things we do!

We had to make an early start, it's a long trip up to Shepparton and we needed to be there with time to get our models set up and ready to fly prior to the start time. Rogers Super Stearman being a bi-plane takes a longer time to set up and my Cessna 195 needed a trim flight after major repairs.

I'd burnt the midnight oil a few times during the preceding three weeks to get the Cessna in the air in time for these comps. I would like to give a quick thanks to Graham Waterhouse., Noel, Max and Murri for their help. Graham helped with the damaged wing and Noel assisted with the broken windshield. Max organized the delivery of a new prop up from Geelong at the last minute and Murri did the heavy model inspection again at the last minute.

There was a good turnout from Ballarat, we met up with Noel and Graeme on the way up there. Rick and Pam did the sensible thing and traveled up on the Friday so they were out at the field nice and early, the rest of us Roger, Noel, Graeme (A1) and I arrived around 9.00am. It was nice to see Tim Carter arrive to lend his support.

We couldn't have wished for better weather conditions. The forecast had been good which may have accounted for the excellent turn out of models. There were 14 entered in Scale and 13 entered in ARF, 27 in all (Brian Whelan had battery problems and could not fly)



A group photo of our club members models. From left, Roger's Super Stearman, Noel's Gypsy Moth, Graemes's Super Cub, Roger's ol' P39, Glenn's Cessna 195 and Ricks Percival Gull.

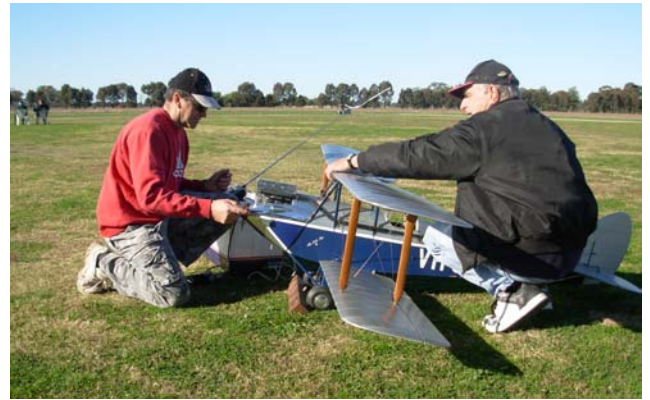
The models from Ballarat in Scale were:- Rick's Percival Gull, Noel's Gypsy, Roger's P39 Airacobra and my Cessna 195. In ARF:- A1's Super Cub and Roger's Super Stearman.

During the Saturday two rounds of ARF and one of Scale were flown. Static judging was done over both days and seemed to take forever.

The flying was of a good standard, Roger had the embarrassment of his motor stopping on the runway prior to take off but he made up for it by putting in an excellent flight. By the time A1 was to fly his second round we ran out of daylight so he was first to fly on the Sunday. Maybe it was the sleep in his eyes or just the hangover but his flight wasn't the best and he spent most of the morning

moaning about it. He was muttering something about taking up trains!!!

It was nice to see Noel's Gypsy in the air again in competitions. The Gypsy always looks great and Noel always puts in a good flight.



Noel has brought the Gypsy Moth out of retirement and placed 3rd in the final placings behind two excellent models. The Gypsy has been a reliable performer for Noel for over 10 years now. This is a good photo taken on Saturday just as Noel is about to compete in the 1st round. Noel must have been a little tense because as I remember, it was suggested that I p*** off with the f***** camera.



I didn't think it possible but the camera doesn't lie. Glenn is actually running back to call manoeuvres for Noel.

Sunday was a near copy of Saturday as far as the weather. Things were underway early, two rounds of Scale and one of ARF. With so many entries it made for two long days of flying. There was only one mishap; unfortunately Barrie Reaby lost his RV-4. Barrie suspects an open circuit somewhere between the battery, switch harness and receiver and is getting his radio set checked out.



Noel Whitehead's F4U Corsair on take off during the first round. Noel unfortunately dropped the wing packing it away on Saturday stripping the gears in an aileron servo. Not having a replacement servo he was out of the remaining two rounds on Sunday.

Rick did a miraculous save when his Percival Gull stalled at low speed, only sustaining slight damage to the undercarriage during the crash landing.



John Gottschalk and Noel Whitehead relaxing in between rounds. From left can be seen David Law's De Havilland Vampire, and Noel's F4U Corsair & RV-4.

A1 got his act together and put in a nice 3rd round flight.

Time and space doesn't allow for descriptions of all the models however John Lamont has done an excellent extra VFSAA newsletter that I am sure will be listed on their web sight with lots of photos.

The flying finished about 4.00 PM. By the time we had the presentations and packed our models away it was getting late making for a dark trip home.



David Law took out the VFSAA Trophy with his D.H. Vampire. David has competed in the world scale champs with this model.

Congratulations to David Law, for once again taking out the VFSAA Trophy with his D.H. Vampire and to Noel Whitehead for winning the ARF class with his RV-4. (The results for Scale and ARF are tabled further on in the newsletter.) We must also thank Keith Schneider for running the event and adding up all the scores – every time we saw Keith he had a pen and calculator in his hand. We must also acknowledge the time donated by the static judges Brian Whelan, Graham Godden and Tony Greiger as well as all the flight judges. After the trophies were presented the Keith handed out “goody bags” on behalf of the VFSAA to all the entrants which everyone appreciated.

Before winding up we must pass on a big thank you to the Valley Radio Flyers (Shepparton club) for hosting the event at their magnificent flying field, especially their members who ran the canteen on both days. Everyone enjoys flying at Shepparton particularly in a comp where you have the sky to yourself.



We're definitely looking forward to next year's event!



Coming Events

ARF Scale Event – October 26th

The next scheduled event at our field is the ARF scale comp to be held on **Sunday October 26th**. We were asked by Brian Green to hold a round of Classic scale in conjunction with this event and it was narrowly approved at the last meeting. However due to our delay in replying Brian had asked P&DARCS if they would hold the event to which they accepted. That being the case there will not be Classic Scale with our event and it will continue as normal.

The pilot entry form will be up on our web site shortly.

Mid Year Club Dinner

Last year we held a mid year club dinner at the Queen's Head Hotel in Humfray Street North on *Saturday 28th July*. It was a successful night out and would be well worth holding again. According to the article in the August 2007 newsletter, 17 members and partners turned up.

I'd suggest the same weekend and venue again which would be **Saturday July 26th**. The subject is on the agenda for discussion at the coming meeting so if you have any other suggestions please put them forward.



Event Calendar

June 25th	BRMFC Meeting.
June 29 th	VFSAA Round 4 – State Field
July 23rd	BRMFC Meeting (AGM).
August 10 th	VFSAA Scale Rally – Greensborough.
August 23 rd /24 th	VFSAA Scale Rally – Albury.
August 24 th	South Pacific Scale Masters – P&DARCS.
August 27th	BRMFC Meeting.
Sept. 20 th /21 st	Mammoth Scale Fly-In – Shepparton.
Sept 24th	BRMFC Meeting.
October 26th	ARF Scale Event – BRMFC.
November 16 th	OS Engines Day – P&DARCS.
Nov 29 th /30 th	Fun Fly & Swap Meet – Hamilton.
April 5th 2009	BRMFC Annual Display Day.
May 10 th 2009	OS Engines Day – P&DARCS.

That's all for now. Good flying.

G.W & R.C.

VFSAA Trophy Results

Scale Class

Contestant	Model (Engine)	Static	Rnd 1	Rnd 2	Rnd 3	Flight Ave	Score	Place
David Law	DH. Vampire (PST 600 R turbine)	1765	1679	1675	1671	1677	3442	1
David Anderson	Sopwith Pup (OS FR5-300 Sirius)	1594	1510	1425	1616	1563	3157	2
Noel Findlay	DH. Gypsy Moth (OS FS-120S)	1432	1542	1660	1546	1603	3035	3
Gary Sunderland	Albatross DIII (OS FS-200S)	1557.5	1492	1351	1453	1472.5	3030	4
John Lamont	Spacewalker	1417.5	1412	1582	1570	1576	2993.5	5
David Balfour	Curtiss Robin (Brison 39cc Petrol)	1267.5	1609	1671	1565	1640	2907.5	6
Anthony Mott	Druine Turbulent (OS FT-160 Gemini)	1230	1546	1574	1570	1572	2802	7
Glenn White	Cessna 195 (Zenoah 62 – elec ign)	1040.5	1484	1416	1438	1461	2501.5	8
Roger Carrigg	Bell P39 Airacobra (Magnum 91FS)	930	1626	1353	1471	1548.5	2478.5	9
Rick Pimlott	Percival Gull IV (OS 46AX)	1065	1130	1183	833	1156.5	2221.5	10
Andrew Smallridge	Spitfire Mk1	1540	1250	DNF	DNF	625	2165	11
Noel Whitehead	Vought F4U Corsair (Moki 2.10)	1245	1540	DNF	DNF	770	2015	12
John Gottschalk	Fokker DVI	1340	1033	DNF	DNF	516.5	1856.5	13
Brian Whelan	Corby Starlet	-	DNF	DNF	DNF			

ARF Class

Contestant	Model (Engine)	Manufacturer	Rnd 1	Rnd 2	Rnd 3	Flight Ave	Place
Noel Whitehead	RV-4 (OS FS-120S)	Great Planes	1404	1511	1564	1537.5	1
Roger Carrigg	Super Stearman (OS FS-200S)	Great Planes	1442	1400	1461	1451.5	2
Peter Bailey	Extra 300 (OS FS-200S)	Great Planes	1419	1343	1441	1430	3
David Anderson	Katana		1435	1417	1379	1426	4
Ray Jackson	Gee Bee Y (Zenoah 62cc)		1332	1265	1363	1347.5	5
John Lamont	Yak 54 (OS FS-91S)	Seagull Models	1395	1294	1165	1344.5	6
Ian Lamont	Corby Starlet (OS FS-70S)	Sportsman Aviation	1299	1252	1226	1275.5	7
Graeme Allen	Super Cub (Magnum 120FS)	Minicraft	1272	1086	1260	1266	8
Matthew Bailey	Cessna 182 (OS FS-91S)	CM Pro	DNF	1350	1140	1245	9
David Law	F15 Eagle (Electric ducted fan)		1197	1432	930	1183.5	10
Joe Finocchiaro	Spacewalker (OS 91 2 stroke)	SIG Kit	998	1300	DNF	1149	11
Barrie Reaby	RV-4 (OS FS-120S)	Great Planes	696	1082	DNF	889	12
Angelo Favalaro	Corby Starlett	Global Distributors	DNF	DNF	967	483.5	13

A few more photos of our members' models at the VFSAA Trophy event:





BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

MEMBERSHIP PAYMENT FORM – 2008/2009

Surname First Name Middle Name
 Address City Postcode
 Phone: Home: Business: Mobile:
 Email Address:
 M.A.A.A. Registration Number: AUS Date of Birth:
 Partners Name Occupation/Skills
 Transmitter Frequencies Used:

Tick membership type below and write amount applicable in column on right hand side of sheet.

Note: Pension rates with 10% discount, are shown in brackets (). Proof of pension entitlement (**Government Concession Card**) must be provided. Includes MAAA insurance charge for all member categories.

New member. (Existing members ignore this)
 Joining fee **\$10.00 + \$10.00** refundable gate key deposit (receive starter pack)----- Amount: \$

Senior member plus VMAA fee. – Benefits: Voting rights, gate key & newsletter.
 Definition: Any person 18 years or over on 1st July 2008.

Club	\$79.00	(\$71.00)	
VMAA	\$101.00	(\$101.00)	
Total	\$180.00	(\$172.00)	----- Amount: \$

Senior member – Benefits: Voting rights, gate key & newsletter.
 Definition: Any person over 18 years.
 VMAA fee is paid through another club and you intend to fly regularly at our field.
 Name of other club:.....
 Club **\$79.00** (**\$71.00**) ----- Amount: \$

Junior member plus VMAA fee. – Benefits: Voting rights, gate key & newsletter.
 Definition: Any person under 18 years on 1st July 2008.

Club	\$39.50	(\$35.50) – 50% of senior membership fee	
VMAA	\$59.00	(\$59.00)	
Total	\$98.50	(\$94.50)	----- Amount: \$

Associate member – Benefits: Gate key & newsletter. VMAA fee is paid through another club and you intend to fly infrequently at our field. Probably live remotely. (2/3 of senior member fee.)
 Name of other club:.....
 Club **\$53.00** (**\$47.00**) ----- Amount: \$

Social member – Benefits: Newsletter. Non flyer. (¼ of senior member fee.)
 Club **\$20.00** (**\$18.00**) ----- Amount: \$

Family membership – Benefits: Voting rights, gate key & newsletter. Consists of one **senior** rate plus \$10. Family members must pay VMAA fees as specified (Junior or Senior). Applies to immediate family residing at same address. There is no family VMAA fee arrangement.

Club	\$89.00	(\$80.00)	
VMAA	\$101.00	(\$101.00)	
Sub-Total	\$190.00	(\$181.00)	----- Amount: \$

Person 2 **\$59.00 or \$101.00** (**\$59.00 or \$101.00**) VMAA fee ----- Amount: \$
 Name:..... D.O.B. M.A.A.A No:.....
 Person 3 **\$59.00 or \$101.00** (**\$59.00 or \$101.00**) VMAA fee ----- Amount: \$
 Name:..... D.O.B. M.A.A.A No:.....
 Person 4 **\$59.00 or \$101.00** (**\$59.00 or \$101.00**) VMAA fee ----- Amount: \$
 Name:..... D.O.B. M.A.A.A No:.....

Total amount to pay (Less your Installments \$.....) **\$.....**

Yearly subs are due on **1st July 2008**. A \$5 Administration fee applies, if fees are not paid by 31st July 2008.

Please remit this form and the amount payable to the Secretary or Treasurer. To make a direct deposit use the following:

Bank: ANZ, BSB: 013799, A/C: 3169 28278, A/C Name: Ballarat Radio Model Flying Club Inc. Don't forget to state your name in the bank transaction details so the deposit can be readily accredited to you. Also write "Direct Deposit" and your bank receipt number on this form adjacent to the amount paid before forwarding to the Secretary.