



NEWSLETTER – June, 2013

Committee 2012/2013

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Note the meeting location.

The next meeting of BRMFC is to be held at the **Field Air Offices at Ballarat Airport** on **Wednesday June 26th 2013** 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.** I might be hungry...

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. Roy Gladman Comp
5. BRMFC AGM July 24th
6. Springfest Site
7. Visitor Information/Incident Book

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.

6. Reports

I) Relocation Sub-Committee

JD reported that the VMAA Secretary, Chris Caulcut, had contacted CASA, who seemed to be ruling out Lot 5 at Napoleons, but it seems that Lot 1 may be just outside the restricted area.

Max Rowan spoke to Geoff Fiskin regarding the construction progress, and also asked would he be able to provide another field for the Club. Construction of the foundations will commence on November. Geoff indicated that he may be able to provide a field closer to the Dunnstown Road, probably abutting the old quarry.

II) Scale State Championship

Freezing cold, especially for the judges. Mat competed with 2 planes in the events.

III) Annual Display Day 2014

Date for 2014 Display Day, March 30 2014, has been tentatively advised to the VMAA Events Director. Secretary has arranged Banner bookings with BRI.

Nick Katsikaros and Glenn White have been nominated as Public Officer and Display Director respectively.

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7. General Business

I) Wind Farm

Covered under Reports.

II) Field Maintenance.

(1) Rabbits are back with a vengeance. Mat Werner will set up a gas attack.

(2) Methanol and Nitro Methane stocks need to be checked and ordered if low.

III) Club History Compilation for Web Site

Murray Anstis will trawl the electronic copies of the Minutes covering 2005 – 2013, and has collected some good stories from Ted Rivett.

IV) Roy Gladman Competition

First round is scheduled for Saturday 25 May at 9:00AM with a BBQ lunch.

Weather forecast is not promising for Saturday or Sunday. A notice will be emailed out Friday evening to advise if the event is on.

V) Nominations for 2013/2014 Office bearers and 2013 AGM

Peter Evans called for nominations for all positions except for President, Vice President and Secretary and Treasurer. The AGM will be held on July 24.

Meeting location

The next meeting will again be held at ~~Findlay Engineering, 12 Neerim Crescent, Wendouree Field Air Ballarat Airport.~~

Meeting Closed 8:25PM



New Field Investigation

Now this looks extremely promising guys!!! On Sunday (23rd June) Jeff Fiskin (Landlord) popped in for a chat out at the field and has offered us another one of his paddocks. Max and I (Roger) called in on the way home from the field and had a look. It's off Campbell's Road on the way out to the field about half a kilometre past Rob Beardall's property and is the paddock in the centre of the Google earth snap shot below. Rob and his neighbour are the closest properties but hopefully they will not have any objections. I think we would have to consider noise and maybe a curfew on Sunday morning start time for noisy models. Electrics and properly muffled four strokes shouldn't cause any issues.



We walked out into the paddock and notwithstanding any planning issues it would be a perfect place to fly, in fact a lot better than our current field. No trees to the north, south or east to cause turbulence, however there are mature trees along Campbells Road on the western boundary but provided we can go in far enough they should not be a problem. At least they aren't a growing plantation. Where we could set up is right on the crown of the gently sloping terrain and wouldn't pose any drainage problems. The access track would be along the high part of the block and shouldn't need a lot of work unlike our existing situation.

Currently there are cattle grazing on it so that would be the subject of negotiation. It is also 3.5km closer for all of us, which is another small benefit.

Of the two properties I've seen recently (not considering cost) it is better than the one at Lal Lal for a host of reasons but primarily the drainage. However, it's not quite as good as Lot 2 at Napoleons but location wise for the majority of members it's probably better.

If we can stitch this up it certainly solves our field problems. To date it is the most realistic proposal we have to pursue. No doubt this will be discussed at length at the meeting on Wednesday night. (There's a page of panoramic shots on the last page.)

By the way it was a perfect flying day on Sunday – just like what we had at Shepparton over the Queen's Birthday weekend and it brought quite a crowd out to the field. Lovely sunshine and a zephyr from the east, still cold of course but the sun made it very pleasant.



VMAA News

Items below have been extracted from the June 13th meeting of the VMAA Executive.

- The land recently purchased by the VMAA and leased to the Echuca club is to be known as the VMAA Flying Field – Echuca.
- The Bairnsdale club has negotiated the price of a 47ha parcel of land from \$260K down to \$230K and submitted this to the VMAA for funding. The VMAA has forwarded this proposal to the MAAA which has agreed to purchase the property on the proviso all conditions set by the local council, CASA & the RAAF can be met.
- Instructor Accreditation – There has been a protest by a VMAA member over the recent awarding of instructor ratings. The claim is that ratings have been granted where the recipient has not demonstrated their flying ability. The response points out that it is assumed a member who has Gold Wings which is a prerequisite has already established their flying credentials and on that basis the course focuses on teaching skills. *That sounds reasonable enough Ed.*
- VMAA Newsletter – The July 2013 edition of the VMAA newsletter will be the last published in hard copy format. All further editions will be emailed out to VMAA members or it can be downloaded from the VMAA web site.
- 2015 MAAA Nationals tentatively to be run by MAAQ over the Easter weekend.



BRMFC Membership Fees 2013/2014

Subs are due by the **First day of July 2013** (1st July 2013), so please make an effort to get to the next meeting with the membership form filled out along with your payment or better still make a direct deposit into the club's account. This can easily be done online or by your bank teller using the bank details listed on the payment form. Now if you have to go to the bank to draw out the money you might as well instruct the teller to pay it directly into the club's account; that saves the Treasurer and Secretary a lot of work.

Subs have risen by \$4 in total which is roughly the CPI for the 12 month period making the senior fee \$204. This consists of \$2 for the VMAA/MAAA component and \$2 for the club.

Please do your best to pay promptly for two reasons; firstly you can't fly at our field or any MAAA sanctioned field from the 1st July, secondly it makes a lot less work for the Secretary & Treasurer if payments do not drag out.

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

Bank: ANZ.
BSB: 013799
A/C No.: 3169 28278
A/C Name: Ballarat Radio Model Flying Club Inc

The membership payment form is included at the end of the newsletter and can also be found on the club's web site at: <http://www.brmfc.org.au/Membership.aspx>

The coming Sunday, 30th June is the last day you can fly if your fees are not paid.



New Models seen at field

Max has been tinkering with this small foam electric DH88 Comet for a few months now. On one occasion while trying to connect up the retractable undercarriage in the shed one of them stopped working – from memory it appeared the motor had burnt out. Looks like Max has replaced the U/C unit.



Max is taxiing out the DH88 ready for its test flight. We saw one a bit bigger than this a couple of weeks later!!!

After we finished the Roy Gladman comp, Max brought the little beast out for a test flight. Actually I was quite impressed. It flew extremely well with good performance to boot from the twin electric motors.

Max flew it around for several circuits before attempting a landing. We all thought that if it is going to have any vices it will show up on landing. As it turned out the Comet did drop a wing just a few moments before the intended touchdown tearing off the port side engine nacelle. Fortunately damage like this is not a big deal with

foam models. It's an aircraft that likes to be wheeled in rather than a 3 pointer and I think that goes for larger models as well and quite probably the full size too. The wing tips are very narrow making the aircraft susceptible to tip stalling at low speed with a high angle of attack.



Max's DH88 on short finals after a successful test flight.

Kevin's just about got a new model ready for a test flight. I think it's a Cessna 195 like Glenn's albeit a fair bit smaller. The pilot and passenger are interesting to say the least. In keeping with the high moral standards of this publication, the close up shots are in the sealed section!!!



Kevin's latest model is a Cessna 195 powered by an OS 46AX



Moorabbin Flight

For Father's Day last year my daughter Pam gave me a [RedBalloon](#) experience gift and it turned out to be a light

aircraft introductory training flight. In this case the “Experience Provider” was Tristar Aviation based at Moorabbin Airport. February had arrived and I still hadn’t redeemed it so it was time to get online and book the flight. To do it at the weekend involved around an 8 week wait so I registered for Saturday the 11th May hoping for a morning appointment. In a day or so I received an email from RedBalloon and a phone call from Tristar Aviation confirming 9AM Saturday 11th May.

I went down to Melbourne on the Friday afternoon and stayed at the old family home in East Bentleigh which is only 10 mins from Moorabbin Airport. Up early the next morning and down to the airport by 8:30AM. Gosh it’s all changed down there since we used to live at Cheltenham – hardly recognize the landmark features anymore.

I turned into the airport off Centre Dandenong Road then the next thing was to find Tristar. After driving around for a bit I saw someone opening an office at another operator and asked if he knew the whereabouts of Tristar Aviation. He thought it was up the end of the road but I couldn’t find them. Drove back towards the main car park and a young guy in pilot’s uniform was just getting out of his car so I asked him. He said they were off Northern Avenue on the way in to the airport and near this massive factory outlet shopping centre.

Anyway, I eventually found Tristar Aviation by about 8:40AM and went in to introduce myself. You wonder with these sorts of book online activities if they are going to expect you, but all was in order. Walking into the office I noticed an ARF Spitfire hanging up in the waiting room – I felt quite at home.



Pam came down with me and took these ground photos. My instructor was Jason McMahon who grew up in Ballarat and started flying at Ballarat Airport. He also dabbles with R/C gliders and has flown at Mt Holloback.

First up they show you a 10 minute video on the aircraft operation and the safety measures that must be observed within the flight operations areas. Then it was time to embark on the reason for being here – air time.

My instructor was Jason McMahon who grew up in Ballarat. We walked out the office through the gate into the operations area where their aircraft were parked. I saw a Cessna 152 and this tiny low wing aircraft which turned out to be a Grumman AA1B, I think I was hoping for the Cessna but Jason said we are taking the Grumman. We walked around the aircraft doing the usual pilot pre-

flight checks removed the chocks and pulled it out onto the tarmac area.



After familiarizing me with the controls, the headphones and intercom Jason started the engine. Just before that he made an entry in the aircraft flight log; I noticed it had about 5500 hrs. We taxied down toward the north/south runway steering with the brakes which I was able to do – this aircraft only has a castoring nose wheel. After about 3 minutes we were at the point where you check in with the control tower and get permission for takeoff.

Once permission was received we continued down the taxi way adjacent to the runway and entered through one of the on/off ramps (not sure what they are called). As soon as we were on the runway, I pushed the throttle in and steered it down the strip with rudder. When we reached about 65-70 knots Jason said pull back on the yoke and then we were airborne heading north. He said to keep the nose just above the horizon to climb to about 2500 feet. We were also gently circling around 180 degrees to the left then headed down towards Frankston cruising at about 95 knots. There were a few bumps initially but it soon smoothed out as we gained altitude.



Jason took all the in flight shots with my camera. He’s obviously done it all before...

It was an absolutely perfect day, although with no wind there was a haze on the horizon making it hard to distinguish exactly where the sky stopped and the ground started.



Driving a car they say two hands on the wheel, my instructor said you only need one on this baby...



Is that the face of joy, excitement or terror? This flying machine has a wingspan of only 24 feet – there are models bigger than that!!!

On the way towards Frankston we did a few 30 deg turns to the left and right so I could get a feel for the aircraft – really little different to flying our models except you are in it and feel the sensation of movement. It was obvious how a small application of rudder kept the turns balanced, something most modellers should pay more attention to.



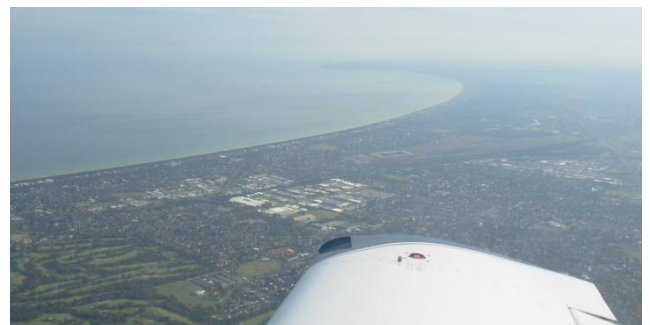
Here we are doing a gentle 30 deg left turn keeping the nose on the horizon. Look how the sky and ground blend in with the haze.

Whilst enjoying the freedom of flight, you certainly need to keep your eyes open for other aircraft. Once out of the circuit they are basically just going anywhere the pilot desires.



That's the Frankston by-pass below.

It wasn't long before the Frankston by-pass was below us then we headed out over the bay which was like glass. After a couple of circuits over the bay it was time to head back to Moorabbin Airport. Heading north you pick up on Rickett's Point to the left (west) then head up the bay. It wasn't long before the airport was in site. The next challenge is to keep lined up on the runway. By now we had reduced power and with flaps down we were gradually descending keeping the runway appearing as a vertical line. It is amazing how low you come in over the factories at the end of the runway – almost expect tyre marks on their roofs. Once at the threshold we were descending and pulling the stick back. The throttle was closed and pulling back on the control column the Grumman settled quite gently. Don't think there was even a bounce.



Rickett's Point can just be made out above the centre of the photo which is a popular landmark approaching Moorabbin airport from the south.

We turned off the runway onto the taxi way and continued back to Tristar Aviation hangar parked the aircraft and went inside. It was all over. We were in the air for just on 40 mins.

On reflection it was great, but where does getting your restricted pilot's licence take you which can be achieved in about 16 hours. I'm sure once you've flown around the airport a few times the novelty wears off and to continue on and get your unrestricted private licence is a big commitment and expensive. You also have to keep your licence current and be endorsed on particular aircraft types.

The next day I did a Google search on the Grumman AA1B specifications which are include below:

Manufacturer:	Grumman American
Model: <i>(Photo)</i>	AA-1B Trainer
Years Built:	1973-76
Number Built: <i>(S/N)</i>	680
Type:	Single-eng, 2-seats, Fixed Gear
Wingspan:	24'5"
Length:	19'2"
Empty Weight:	975 lbs
Gross Weight:	1,560 lbs
Payload w/Std Fuel:	453 lbs
Engine(s):	Lycoming O235-C2C 108 hp @2600 rpm
Useable Fuel (max):	22 g
Useable Fuel (std):	22 g
Takeoff Gnd Roll:	810'
Takeoff over 50':	1,550'
Rate of Climb:	660 fpm
Stall Speed (VSo):	52 kt
Max Speed:	120 kt
Cruise Speed: (75% Power)	108 kt
Cruise Altitude:	3,000'
Cruise Range: (45-min Reserve)	350 nm
Service Ceiling:	12,750'
Propeller(s): Diam/Pitch Type	McCauley 71/53 Fix

I did thank Pam for the wonderful Father's day gift, it was really enjoyable and a very thoughtful present. However I must say thanks once again as I write this article.

As an aside I was looking at Greg Lepp's Cessna 152 up at Shepparton over the Queen's Birthday weekend and I thought that colour scheme looks familiar. Then I noticed the Tristar Aviation on the fin. I asked him about it and from memory he said he saw it on the web and liked the colours so went down to Moorabbin to get photos of the real thing. Maybe VH-UNZ is the Cessna I mentioned earlier on as we walked out to the aircraft on the apron.



File photo taken at Bacchus Marsh on October 28th 2012 of Greg Lepp's Cessna 152 in Tristar Aviation colours. Joe Finocchiaro (VMAA Editor) standing.

Tips & Tricks

Don't mix servo arms

Please be careful with your supply of servo arms. We had an unfortunate incident at the field on Sunday 23rd July that caused the loss of a model because the wrong brand of arm was inadvertently used on the elevator servo allowing it to slip on the spline. The model took off and it became immediately apparent that there was a serious elevator problem with it porpoising quite violently as control was sought until all was lost and it went in vertically. Interestingly though it wasn't the first flight of the day.

In this case it was a mix of JR and Hitec. I think it was JR arm on Hitec servo. In any case the arm of one will go on the spline of the other but not the other way around. When sufficient torque is applied the shaft will slip on the arm with disastrous results. Immediately there will be a massive trim change then opposite control is applied and it jumps again. That is what happened on Sunday.



APA Raffle

I had a pleasant surprise last Thursday (13th June). The mobile phone rang and it showed a number not in my phone book so I thought it's just another sales call (although they have almost stopped since I listed my numbers on the do not call register).

It turned out to be Robert Clarke Secretary of the APA (Australian Pattern Association) to say I had won 3rd prize in their raffle. Well that was much better than being asked to buy wine, change my electricity supplier, donate to a charity, install solar panels – the list goes on...

As it turned out 3rd prize was a servo and Rob asked for my address so he could post it. The next day it arrived by Express Post.

The servo is a JR *DS9521HV* high voltage low profile digital model, particularly suited to elevators where the servo is mounted in the tail. It is dual ball bearing metal geared and only weighs 43gm.

I remember buying the ticket/s when the VPA held the Model Engines Trophy at our field over the weekend of 13th/14th April. We all buy raffle tickets and don't expect to hear anything again. It's nice to have a win occasionally!!!

The raffle was drawn on the 10th June at Mildura during the Victoria v South Australia F3A Challenge (Pattern Aerobatics).

The APA wish to thank all those who purchased tickets in the raffle which will help our team heading off to South Africa in August this year to compete in the F3A World Championships.

The prizes were kindly donated by [modelflight](#) South



Australia, compliments of Mike O'Reilly. The APA and I'm sure the winners, all thank modelflight.com.au



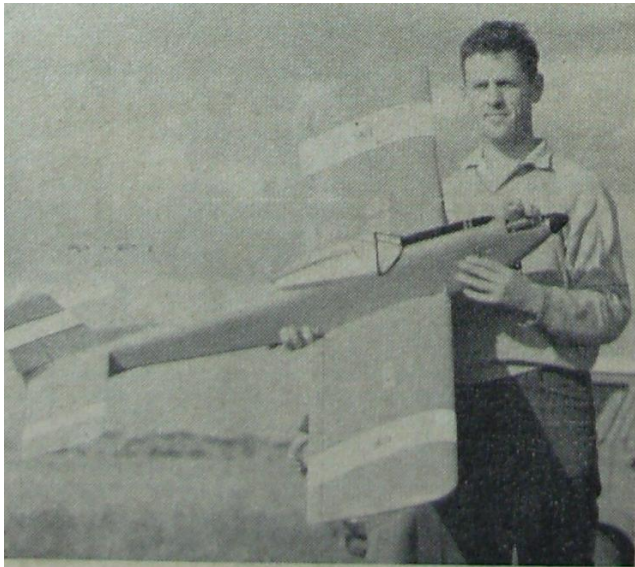
The raffle prizes and winners were:

- 1st Prize Specktrum DX8 Radio. Wayne Walker, NSW.
2nd Prize E-Flight Beast BNF. Graham Prestidge, Victoria.
3rd Prize JR Servo DS9521 HV. Roger Carrigg, Victoria.



A bit of nostalgia

Len Astbury had one of his old magazines out at the field a couple of Sundays ago, Model News December 1964 and guess who should be featured in it. None other than our good friend and editor of Australian Model News, John Lamont. Wasn't he a handsome man back then - well still is!!!



John Lamont's model is a Tafon, powered by a Super Tiger 56 and equipped with O.S. Superhet gear.

Looks like the event was an open day, similar to what we run in late March. Modellers who have entered the hobby in recent times have no idea how challenging the radio gear was back then. Many of these models would be single channel and multi channel reed gear. Proportional control as we know it today had just made its debut back then and if you had a flight with no interference that was a real bonus.

I remember as a student at McKinnon High School, members of the MARCS club putting on flying displays during the school fetes in the mid 1960's. Being only 14 or 15 at the time I was in awe of the models they flew - way out of my reach (or more particular Dad's). I see Geoff Tuck's name mentioned in the article and I know he flew at McKinnon High. I seem to remember a big black biplane and could see them flying from our house in East Bentleigh which was only 500m away as the crow flies. (Good ole Google earth again). There had to be a good reason to go to school at the weekend but seeing these models was the perfect drawcard.

It is interesting to note that the article highlights the reliability of "modern" radio. In all the flights there was

not a single radio failure and no crashes. The article does go on to mention "Despite bad weather conditions and drizzling rain ..." well nothing has changed in that department that's for sure!!!

MODEL NEWS December, 1964. M.A.R.C.S. PEOPLE'S DAY. This successful display was publicised on television and in the Press, and despite early inclement weather conditions, ran to a smooth, full of interest schedule. Fortunately the weather cleared in the afternoon to almost perfect flying conditions, after heavy rain in the morning. All M.A.R.C.S. members contributed to the planning but mention should be made of the efforts of Geoff Tuck and Jerry Eney, who put so much work in the organizing of this venture. The programme was planned so that the public could see a static display of all types of radio models and flight performances of the simple rubber only machine to the full house multi model. Geoff Tuck and Tony Farnan provided descriptions and general details of the models per the PA system. Models were in the air continually - as many as six at the same time. Jack Bone gave a thrilling display with his magnificent twin engine Delta, by far the most spectacular machine seen in this State. Bill Lynch displayed his realistic SESA and gave several multi parachute drops for good measure. The dog fight and streamer cutting event was a thriller, with fast models showing the superb pattern of things to come. Geoff Tuck brought his model across the field from some miles down the adjoining road via control from a station wagon. It was a wonderful sight to see this large model appear as a speck in the distance, cruise perfectly cross country and then set down to a perfect landing on the strip. Photo Norm Bell.

December, 1964 MODEL NEWS 17. fast JD15 Delta literally burning off like big 60 stutters. Slow but so reliable, Geoff Tuck's big model loping along. Who won the race? Nobody seems to know, but the boys had a ball and so did the public. The highlight of the day, undoubtedly the reliability and efficiency of the modern radio model. In all these flights not one case of radio failure or even slight trouble. The future for the radio flyer is indeed an easy one. As part of an interest packed programme, no fewer than seven multi models were flown together in a Pylon Race! Flown over ten laps of a triangular course, the slower models were taken off first with the faster planes handicapped to give them the task of catching up. Last plane up was Noel Fell's 100 m.p.h. Delta, and despite the crowded air space, this sidewinder managed to hurdle through the course without causing collisions. Reason for the number of models being flown simultaneously in this, and the other events was the fact that practically all of the aircraft taking part in the display were using Superhet Multi Equipment. Despite bad weather conditions and drizzling rain, veteran model flyers present, including control line enthusiasts stated that this was the best organized and most spectacular Model Display ever staged in Australia. The fact that many hundreds of people stood in the rain for hours, and refused to leave before the last event was flown, was proof of the quality of the programme. Every radio model took off right on time and performed its part of the show faultlessly. There wasn't the slightest suggestion of any radio difficulty, and no crashes. Without doubt this will be the forerunner of a tremendous Radio Public Display in 1965, with even more TV and newspaper advertising. The M.A.R.C.S. Group deserve full praise for its noteworthy success. Photo Norm Bell.

Silvertone Electronics. Only Silvertone gives you these outstanding features. SINGLE CHANNEL TX. XTAL Controlled M.O.P.A. RF Stage 3AS for high power output and temperature stability. Transistor audio generator for low battery drain. Guaranteed out of sight range on low power. Rugged metal case and high quality Micro switch key. Does not use common leaded parts. 27 M/Cs, £22/5/- - 40 M/Cs, £23/5/-. SINGLE CHANNEL RX. TUBE FRONT END ensures reliable operation over a wide range of temperatures. Transistorised audio amp. for low current drain. Rock stable. Needs very little tuning. Battery operated for operation of motorised equipment. Out of sight range. This is the gear that placed 1st and 3rd at the 1963 Australian Nationals. 27 M/Cs, £13/16/- - 40 M/Cs, £15/15/-. AVAILABLE AT ALL HOBBY SHOPS. SILVERTONE ELECTRONICS. 727 PRINCESS HIGHWAY, TEMPE, N.S.W. PHONE LL2101.



Events

Roy Gladman Novelty Event

After some shuffling of dates and working out when we'd get a good rollup combined with the prospect of reasonable weather we finally managed to run this event on Sunday 26th May. It consists of: *3 minute timed flight, 20 Second Climb & Glide, Balloon Burst* (on takeoff & landing), *Carrier Deck Landing* and *Spot Landings* (within 1m, 3m & 5m radius circles).

As luck would have it there was only a light breeze and it was straight down the E/W runway which made it easy to mark out the balloon burst and carrier deck landing events. We were able to use part of the matting for the "carrier deck".



Some of the models flown during the event. The winning Decathlon flown by Peter Evans is on the right.



Gavin is about to take off for the 3 minute timed flight or the Climb & Glide with his Fly Baby. They were the two events we ran two at a time. I can see Noel timing Mat in the background.

All up we had ten entries which seems to be about normal for this competition. We ran the events in the order they are set out on the score sheet. The first one was the 3 minute timed flight with 2 compulsory manoeuvres. Peter Evans was the closest to the time with 3 minutes 2 seconds; the next closest was Richard Turner with 2 min 47 seconds. The rest of the field ranged half a minute to a minute or so under or over the 3 minutes. I was worst with 4 minutes 13 seconds – somehow time just gets away from me!!!

The next event was the Climb and Glide. This can be fraught with danger for the unwary if you don't circle in the right location so when altitude runs out the aircraft is

suitably positioned for a landing. Entrants were strongly encouraged beforehand to power on if they can't make the strip at which point the clock was stopped. Glenn managed the highest flight time with 1 min 56 sec and I was next with 1 min 52 sec.

The balloon burst kept the balloon "blower upers" busy. Most managed one or two on takeoff with Wayne collecting three, but landing is a different story. Mat was the clear winner on that score – he managed three on landing and I (Roger) with one.

Throughout the morning the weather wasn't too bad although rain looked threatening as you can see in some of the photos and finally came over around noon mid way through the comp. We took advantage of that and stopped for the customary BBQ lunch.



Jeff got the first balloon on takeoff but the others eluded him. I think the wing went over one of the others without it bursting.



Here's determination for you. Glenn managed to burst a couple on takeoff.



Yep, I'd say this balloon is doomed. Glenn's Hornet



Mat only managed one balloon on takeoff but he made up for it on landing bagging three. Of course you get double the points on landing.



Mat's racing Scanner must have missed the balloon directly in front. BTW, I heard that this model has been clocked at 247km/h using the Doppler method. I suspect that was out of a dive and probably downwind. Nevertheless it is fast though.

A couple of entrants thought the rain had settled in and packed their models away while finishing lunch. However the rain stopped and held off enabling the remainder to compete in the Carrier Deck Landing and the Spot Landing events.



Richard Turner taxiing out for an attempt at the spot landing.



Gavin's Fly Baby on approach for the spot landing.



Gavin's Fly Baby touches down inside the 3m radius circle. It's hard to see the reddish coloured circle in the photo.

Looking back through the score sheets it appears Peter Evans was the only one to land on the carrier deck with his Decathlon but was unable to stop before running off the end. What would you expect, there was no arrester wire!!!

Gavin got the highest score in the Spot Landings where you get three goes. He had one inside the 1m, one inside the 3m and one inside the 5m radius circles. He was followed by Peter and Mat and Roger.

All in all we had an enjoyable Sunday morning come early afternoon with an event that promotes plenty of club camaraderie.

The final placings were:

	Name	3 Min.	Climb	Balloon	Carrier	Spot	Total
1 st	Peter Evans	178	20	10	30	30	268
2 nd	Mat Werner	150	40	35	0	25	250
3 rd	Gavin Gedye	150	30	5	5	50	240
4 th	Roger Carrigg	150	40	15	0	25	230
5 th	Richard Turner	167	40	5	0	10	222
6 th	Glenn White	153	40	10	0	5	208
7 th	Wayne Goodwin	150	40	15	DNF	DNF	205
8 th	Doug Wallis	152	40	5	0	0	197
9 th	Max Rowan	150	20	0	5	15	190
10 th	Jeff Dowsley	150	30	5	DNF	DNF	185

PS. Jeff came 10th not last. Those who didn't fly came last!!!

VICSCALE TROPHY – 8th/9th June, Shepparton

By Glenn White.

The Queen's Birthday long weekend in June usually means a trip up to Shepparton for the VFSAA Trophy. This year was no exception; four of us drove there on the Friday afternoon so that we could get an early start on Saturday morning.

Roger and I (Glenn) met up with Sharon and Noel at MacDonald's for breakfast then went out to the field to prepare for the competition.

The weather conditions couldn't have been better, clear frosty mornings followed by nice sunny days with no wind.

There was a good rollup with six models in scale and sixteen in flying only. Due to the large number of the latter it was decided to split them into two categories, flying only and large flying only.



Some of the models entered can be seen in this shot of the pit area.

As we arrived David Anderson had just taken to the sky with his Sopwith Pup, he had spent a week of late nights and early mornings to get the model ready for the comps. Unfortunately on landing he had a bit of a mishap resulting in some damage preventing any further flying.



Noel entered his Fox Moth in F4C and Roger his Shoestring in Flying Only.



Roly Gaumann's Pilatus Porter on a flypast with the parachutist about to jump. Came 2nd in Large Scale.

Two rounds of flying only, one round of scale plus static judging throughout the day. Roger flew his Shoestring in flying only and Noel his Fox Moth. With the perfect weather conditions there were some very high flight scores. There were no incidents during the competitions

but unfortunately Joe Finocchiaro had a mishap with his Sparrowhawk later in the day, whilst putting in a bit of practice. On examination of the wreckage the cause was undetermined but sorry to say the Sparrowhawk will not fly again.

The weather on Sunday was a carbon copy of Saturday maybe the frost was a little thicker. Things got underway shortly after 8:30 am with two rounds of scale and only one of flying only. The scores were high again and very close. Noel and David were neck and neck after Noel got better static points for the Fox Moth. I think it all came down to the last round when David put in a superb flight with the Vampire.



David was piloting Bill Kirk's DH 88 Comet powered by two of the new OS 40cc FS petrol engines.



It looked and sounded really authentic – a very smooth and stable performer and well piloted of course.

David also flew a large Comet owned by friend Bill Kirk, the model is powered by two of the new OS 40 cc F/S petrol engines. It flew magnificently and looked the part in the air with the OS motors providing more than enough power.

Having an early start meant that we were able to get all the rounds in and finished by 2PM. To have flown another round would have made it 4:30 – 5PM which is just too late in winter given that we all have fairly long drives home.

Once the scores were tallied up, which doesn't take long now that it is all done on computer, the presentations were made and the customary goody bags handed out. The goody bags are great with really useful modelling items. Many thanks must go to the VFSAA and Model Engines for their continued support of this annual event.



Noel is being awarded trophy for 2nd place in F4C.



Greg Lepp is presenting David Law with trophy for 1st Place in F4C. The Vampire does it again.



Bill Kirk is receiving award for 1st place in Large Scale. He thoughtfully thanked David for flying his DH88 Comet and the VFSAA and Shepparton club for hosting the event.



Peter Harris (P&DARCS) gets trophy for 1st place in Flying Only. He flew his Gee Bee Y superbly.

F4C Scale Results

	Entrant	Aircraft	Flt 1	Flt 2	Flt3	Flt Tot.	Static	Total
1	David Law	DH Vampire	2529	2415	2543	2536	2696	5232
2	Noel Findlay	DH Fox Moth	2349	2534	2353	2443	2745	5188
3	David Balfour	Curtis Robin	2450	2373	2378	2414	2288	4702
4	G. Sunderland	Pfalz	2002	1968	1906	1985	2283	4268
5	Bill Wheeler	Turbulent	1772	2337	2151	2244	1953	4197
6	N. Whitehead	F4U Corsair	1981	198	2205	2093	2025	4118

Flying Only Large Scale Results

	Entrant	Aircraft	Flt 1	Flt 2	Flt3	Total
1	David Law	DH 88 Comet	2436	2383	2346	2409
2	Roly Gaumann	Pilatus Porter	2453	2158	2251	2352
3	Tony Grieger	Piper Cub	2361	2188	2195	2278
4	Anthony Mott	Cessna 182	2342	2067	2063	2204
5	Glen Weeks	Cessna AgWagon	2078	2002	2020	2049

Flying Only Scale Results

	Entrant	Aircraft	Flt 1	Flt 2	Flt3	Total
1	Peter Harris	Gee Bee Y	1979	2329	2411	2370
2	Tony Small	Piper Cub L4	2360	2352	2370	2365
3	Noel Whitehead	RV 4	2380	2275	2333	2356
4	Mark Smith	Pilatus PC 9	2144	2342	2290	2316
5	Roger Carrigg	Shoestring	2006	2387	2244	2315.5
6	Greg Lepp	Cessna 152	2274	2138	2309	2291
7	Daniel Wheeler	CAP		1962	2055	2008
8	G. Sunderland		1687	2007	1995	2001
9	Bill Wheeler	CAP	1994	1917	1956	1975
10	Rob Hullet		1995	1329	1889	1842
11	Joe Finocchiaro	Sparrow Hawk	1617	1780		1698

In closing, we must also thank the Shepparton club and in particular those who ran the canteen for once again hosting the event over the long weekend. Everyone loves coming to Shepparton to fly and enjoying your great facilities and marvellous weather. From memory the weather was perfect last year as well. Let's see if they can do it three in a row.



Coming Events

Sausage Sizzle Bunnings Ballarat – August 31st



This is just a reminder that we have our next Bunnings sausage sizzle on Saturday August 31st. Please mark the event on your calendar so you can be available to help out on the day?

On another note it was reported in the Ballarat Courier on June 13th that Masters is opening their first regional store in Ballarat this August. Let's hope it's not the day of our sausage sizzle because it would no doubt severely dampen trade at Bunnings and hence our trade as well.

The article also mentions that many community groups have already contacted Masters about the sausage sizzles. I guess we will try and get on the band wagon as well.



Event Calendar

- June 8th - 9th VicScale Trophy weekend – Shepparton
- July 6th Annual P&DARCS AUCTION at the Dingley Village Community Centre, 1pm start.
- July 24th **BRMFC AGM**
- August 24th/25th VFSAA Scale competition – TCMAC Albury
- August 31st (Sat) **BRMFC Sausage Sizzle – Bunnings Ballarat**
- Sept 21st/22nd Mammoth Scale weekend – Shepparton
- Nov 2nd/3rd Fun Fly – Ararat
- Nov 23rd/24th Annual Fly-In and Swap Meet – Hamilton
- March 30th 2014 **BRMFC Annual Open Day – Yendon**

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.

Golf Therapy (Thanks Trevor)

Two women were playing golf. One teed off and watched in horror as her ball headed directly toward a foursome of men playing the next hole. The ball hit one of the men. He immediately clasped his hands together at his groin, fell to the ground and proceeded to roll around in agony.

The woman rushed down to the man, and immediately began to apologize.

'Please allow me to help. I'm a Physiotherapist and I know I could relieve your pain if you'd only allow me,' she told him.

'Oh, no, I'll be all right. I'll be fine in a few minutes,' the man replied. He was in obvious agony, lying in the foetal position, still clasping his hands there at his groin.

At her persistence, however, he finally allowed her to help.

She gently took his hands away and laid them to the side, loosened his trousers and put her hands slowly and carefully inside.

She then administered a tender and skilful massage for several long moments and softly asked, 'How does that feel'?

Feels wonderful, he replied; but I still think my thumb's broken!

The magician and the parrot

A magician was working on a cruise ship.

Since the audience was different each week, the magician did the same tricks over and over again.

There was only one problem: The captain's parrot saw the shows each week and began to understand how the Magician did every trick.

Once he understood, he started shouting in the middle of the show, "Look, it's not the same hat!" or, "Look, he's hiding the flowers under the table!" Or "Hey, why are all the cards the ace of spades?"

The magician was furious but couldn't do anything. It was, after all, the Captain's' parrot.

Then one stormy night on the Pacific, the ship unfortunately sank, drowning almost all who were on board.

The magician luckily found himself on a piece of wood floating in the middle of the sea, as fate would have it ... With the parrot.

They stared at each other with hatred, but did not utter a word.

This went on for a day... And then 2 days. And then 3 days. Finally on the 4th day, the parrot could not hold back any longer and said...

"OK, I give up. Where's the f***in' ship?"



I was sitting in the pub the other day and spotted these two old guys, one pointed to two old drunks across the bar from them and said to his mate, "That'll be us in ten years.

His mate said, "That's a mirror, you idiot."



Kevin's pilot and co-pilot!!!



Here are some photos I took on Sunday 23rd June at what might be our next flying field. The first one is looking in a southerly direction and they go around clockwise roughly in 45° increments back to the south again. Paddock belongs to the Lal Lal estate and is off Campbells Road Yendon about 200m south from the Yendon-Egerton Road. There are no turbines to be erected in this paddock. See page 2 for the Google earth map.





BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.brmfc.org.au

Inc. No. A0001288M

MEMBERSHIP PAYMENT FORM – 2013/2014

Date:

Surname First Name Middle Name
 Address City Postcode
 Phone: Hm. Bus. Mob. Email
 Date of Birth MAAA (AUS No) Partners Name
 Occupation/skills Tx Frequencies Used

Tick membership type below and write amount applicable in column on right hand side of sheet and fill out tear off receipt.

Note: VMAA fee includes MAAA affiliation & insurance. Pension rates are shown in brackets () – Club's 10% discount. To qualify you must have a Government Concession Card with **Full Medical Entitlement**.

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

Senior member plus VMAA – Full member benefits, any person 18 years or over before 1st July 2013.

Club	\$90.00	(\$81.00)	
VMAA	\$114.00	(\$114.00)	
Total	\$204.00	(\$195.00)	----- \$4 more than last year ----- Amount: \$

Senior member – Full member benefits, any person 18 years or over before 1st July 2013.
 VMAA fee is paid through another club and you intend to fly regularly at our field.
 Name of other club:
 Club **\$90.00** **(\$81.00)** ----- Amount: \$

Junior member plus VMAA – Any person under 18 years before 1st July 2013.
 Club \$45.00 (\$40.50) – 50% of senior membership fee
 VMAA \$57.00 (\$57.00)
 Total **\$102.00** **(\$97.50)** ----- Amount: \$

Associate member – Receives gate key, newsletter, non-voting. 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 **\$60.00** **(\$54.00)** ----- Amount: \$

Social member – Receives newsletter, non-flyer, non-voting. (1/4 of senior member fee.)
 Club **\$22.50** **(\$20.00)** ----- Amount: \$

Family membership – Full member benefits. 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	\$100.00	(\$90.00)	
VMAA	\$114.00	(\$114.00)	
Sub-Total	\$214.00	(\$204.00)	----- Amount: \$

Person 2 **\$57.00 or \$114.00** **(\$57.00 or \$114.00)** VMAA fee ----- Amount: \$
 Name: D.o.B. MAAA (AUS) No:

Person 3 **\$57.00 or \$114.00** **(\$57.00 or \$114.00)** VMAA fee ----- Amount: \$
 Name: D.o.B. MAAA (AUS) No:

Person 4 **\$57.00 or \$114.00** **(\$57.00 or \$114.00)** VMAA fee ----- Amount: \$
 Name: D.o.B. MAAA (AUS) No:

Total amount to pay *cash / cheque / direct deposit (receipt)* **\$**

Yearly subs are due on 1st July 2013. A \$5 administration fee may apply to renewals, if fees are not paid by the due date.
 Please remit this form and the amount payable to the Secretary at: *514 Somerville Street, BUNINYONG 3357.*

To make a Direct Deposit (**the preferred method**), please use the following instructions:

Direct Deposit Bank Details: ANZ, BSB: 013799, A/C: 3169 28278, A/C Name: Ballarat Radio Model Flying Club Inc.
Remember: state your name in the bank transaction details so the deposit can be accredited to you. Also circle "direct deposit" above and write your bank receipt number alongside before **forwarding** to the Secretary. This can be done online or at your bank.

BALLARAT RADIO MODEL FLYING CLUB Inc – Membership payment receipt Date:

Received the sum of \$ (club: \$ / vmaa: \$) from Payment by: *cash / cheque / direct deposit*

Being BRMFC Membership for the financial year **1st July 2013 to 30th June 2014**

Signed: