



NEWSLETTER – June, 2012

Committee 2011/2012

<i>President:</i>	Peter Evans	(0438 643 949)	<i>Public Officer:</i>	(The Secretary)
<i>Vice President:</i>	Max Rowan	(0409 011 160)	<i>Safety Officers:</i>	Noel Findlay (0412 801 287) Mat Werner (0450 483 838)
<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)	<i>Newsletter Editors:</i>	Roger Carrigg (0437 842 277) Glenn White (0412 641 188)
<i>Secretary:</i>	Jeff Dowsley	(0427 565 791)	<i>Field Maintenance:</i>	Mat Werner (0450 483 838)
<i>Publicity Officer:</i>	Matt Porter			
<i>Returning Officer:</i>	(The Secretary)			

Contacting BRMFC: Secretary: Jeff Dowsley.

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Newsletter Editor: Roger Carrigg.

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Note the meeting location.

The next meeting of BRMFC is to be held at **Findlay Engineering** on **Wednesday June 27th 2012** 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 afterwards.

Please note the meeting location: **12 Neerim Crescent, Wendouree Industrial Estate**

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History
4. Nominations for Committee 2012/2013
5. Membership Renewal 2012/2013
6. Xmas in July
7. Club Uniform
8. Club Fuel Stocks
9. Try/Fly Day

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.

Reports

1. VPA F3A at Bendigo

Mat Werner reported on the pattern aerobatics that he attended recently (May 12th/13th) at Bendigo where he came 4th in Sportsman (my plane needs more power). There were about 20 entrants and the weather was excellent.

1. Relocation Sub-Committee

Max Rowan is keeping his eye open for new fields. He recently investigated a 33 acre block at Napoleons which was for sale at \$280k. Other than the price (\$8500/acre) it had far too much slope and has now been sold. Max is in regular contact with an estate agent.

General Business

2. Wind Farm

No further information.

2. Field Maintenance

Mat Werner stated the following:

- Richard Turner has been mowing the field.

- Mat Werner fixed the fluorescent lights in the shed (We can see now.)
- The track in needs some more attention but expensive to bring up to standard given that it is on the low side of the paddock and has a natural drainage problem. We need to monitor its condition over winter and take action when/if required.

3. Club History

An update on progress held over due to Murri Anstis' absence from the meeting.

4. Nominations for Committee 2012/2013

The President asked if there are any nominations for the next committee.

- Roger Carrigg said that he would accept nomination to continue with the Editor position.
- Mat Werner is also prepared to continue as Field Maintenance Officer.

5. Club Fees for 2012/2013

The Treasurer reported that he went back over our club component fees for the last five years and confirmed that we are right on target with the annual CPI increases. (In defence of that policy our rent goes up by the CPI each year.)

We have received the new VMAA/MAAA fees from the VMAA which are:

	MAAA	VMAA	Total	(2011/12)
Seniors	\$60	\$52	\$112	(\$110)
Juniors	\$30	\$26	\$56	(\$55)

This represents an increase of \$2 over last year's fees – presumably the MAAA has done well with our public liability insurance premium to keep the fees in check.

Our current club component is \$85 making the total \$195, with the new VMAA/MAAA fees our fees would increase to \$197.

The Treasurer suggested that we raise our component by \$3 to \$88 bringing our total fees to \$200.

Richard Turner moved that the fees be adopted as proposed by the Treasurer, the motion was seconded by Mat Werner and carried.

BRMFC fees for 2012/2013 = \$200.

6. Sausage Sizzles

As mentioned in correspondence we have been allocated Saturday 1st December 2012 to run the sausage sizzle at Bunnings Creswick Road Ballarat. A duty roster will be prepared by the coordinator (Roger Carrigg) in late October together with a formal confirmation to Bunnings as they require.

Nick K. advised that Officeworks is now running a sausage sizzle program. He picked up a copy of their rules and guidelines. As members we should keep an eye on it to see what the likely business would be and if it would be worthwhile. It appears there would be no problem getting a gig.

7. ARF Kit Donation

Club member Max Fitzgerald donated a kit to the club on the eve of our flying display earlier this year for the club to raffle/auction. At that stage we already had a raffle organized for the display and since then we have been discussing the best way to capitalize on Max's generous donation.

It was decided at the meeting to raffle the model (42" span EP Pitts ARF kit complete with Turnigy 3542/1000 motor & PLUSH-40A speed controller, 4 x HS-82MG servos and props.) and draw the raffle at a Xmas in July night out.

(The raffle tickets (\$2 ea) are almost ready to print and be distributed to members to buy or sell.)

8. Xmas in July

It was suggested that we hold a Xmas in July night out like we have done previously.

Saturday 28th July at the Bunch of Grapes in Pleasant Street was proposed and needs to be confirmed at the next meeting.

9. Club Uniform

The President has raised the prospect of updating our club uniform with the suggestion of a colour change away

from our black flying jackets.

Peter Evans is to call into Hip Pocket Work Wear to get some ideas. (Hip Pocket has our club logo on file and can sew onto any garment.)

10. Club Fuel Stocks

Our supplies of Methanol/Nitro/Synthetic oil are depleted. Mat Werner is to do a stock take and reorder as required. 200L methanol drum comes from Bacchus Marsh and therefore transport is an issue. Nitro & Synthetic come from hobby shops.

11. Try/Fly Day

Mat Werner raised the issue of running Try/Fly days like some other clubs do to promote interest in our hobby and boost club membership.

We need to think about the best way to advertise this type of activity to the public.



Pitts-EP ARF Kit Raffle

Following on from the mention in the Points of Interest from the last meeting, raffle tickets have been printed and are now being distributed to members to buy or sell.



Once again we must thank Max Fitzgerald for his very generous donation of this quality Pitts-EP ARF kit. After it's assembled all the lucky winner needs is a battery and receiver to get flying.

A book of tickets is being distributed to those who receive the newsletter by post. Others will get a book as I catch up with you at the field. If you want tickets please don't hesitate to contact me and I will post them to you.

The 42" span Pitts-EP ARF kit comes complete with a Turnigy 3542/1000 motor & PLUSH-40A speed controller, 4 x HS-82MG servos and two props. We estimate the value in excess of \$250 and as said before all you need is a Lipo battery and Rx to get it in the air (assuming you have a transmitter of course).

The photos below give you some idea of what is in the kit and what it is like.



The kit specifications are:

Wing Span:	42"/1068mm
Wing Area:	630.5 sq. in/40.8 sq. dm
Length:	36.1"/919.4mm
Radio:	4ch + 4 Servos
Li-Poly:	11.1V 4200mAh 4S
Propeller:	12"-13"
Out runner Brushless Motor:	3520
Control:	60Amp

The plan is to draw the raffle at the *Xmas in July* night out to be held on Saturday **28th July** at the *Bunch of Grapes* in Pleasant Street. This date and venue was proposed at the May meeting and will be confirmed at the coming meeting.



VMAA News

- **Bairnsdale State Field Proposal** – *The Bairnsdale club has found a 100 acre parcel of land with an asking price of \$275k. The VMAA has endorsed submission of the planning permit to the local council seeking approval of model aircraft activities.* An objection to the planning application has been received; further info from Bairnsdale Council is anticipated.
- **DVD Library** – Ten new DVD's have been purchased and will be catalogued in the next VMAA newsletter.
- **Safety** – A couple of VMAA members (like us) have recently been injured by propellers. One resulted in severe lacerations to hand and knee requiring an ambulance and admission to hospital. Injury occurred when the unrestrained large model lurched forward.

The other involved an electric model and also an ambulance. *The message is to be mindful and treat that spinning prop with the utmost respect at all times. It is easy to get complacent and then have to suffer the consequences which may not only curtail your aeromodelling, but affect your capacity to earn a living as well. Ed.*

- **FPV Flying** – CASA has contacted the MAAA to forewarn that they intend to prosecute a number of members of the public who have been found to be operation FPV's outside CASA regulations. *First Person View (FPV) flying is controlling an R/C aircraft from the cockpit view using video camera streaming the vision back to a screen.*
- **MAAA Conference**
 - Paul Winter was elected President.
 - Neil Tank was elected Vice President.
 - VMAA to host Dec 2013/Jan 2014 Nationals.
 - Insurance claim excess remains at \$500.
 - The MAAA will allow a lease or loan by a state assoc / club to the amount of \$500,000; this was for lease from MAAA, no increased to accept as a loan as well.
 - The MAAA has increased the following loan amounts to clubs for:
 - A new club house from \$40k to \$100K.
 - Improvements to leased land from \$40k to \$100K.
 - A reticulation system from \$40k to \$100K.
- **AMAS** – A new association competing with MAAA. The MAAA Secretary Kevin Dodd gave a verbal report (*presumably at the MAAA Conference. Ed.*) on the new association which has been formed in direct competition with the MAAA. The new association allows individuals to get insurance cover however they cannot join our association and be covered with their insurance; they still have to affiliate with a club/state and the MAAA. *I suppose that would mean an individual can't join our club using AMAS as the peak body providing insurance – i.e. our club fee plus AMAS fee which may be less than MAAA/VMAA fee. Their web site is: <http://www.amas.org.au/> . No doubt we will hear more as time marches on. Ed.*
- **Junior Encouragement** – To encourage junior participation in aeromodelling the VMAA is introducing a "Certificate of Excellence" which the Education Officer will hand out to any outstanding participant that he feels may wish to take on aeromodelling further with a club.

This Certificate will entitle the holder to free membership to the VMAA/MAAA, and to the VMAA Video Library. The participant will still have to pay for any club fees.

If your Club is contacted by a junior being the bearer of one of our certificates, the Club only needs to send the certificate into the VMAA to register the new member.



We hope that if any Club is contacted by a junior with one of these Certificates that the Club assists with any of their needs with Instructions on the correct equipment they may require, and also any Instruction on flying that may be required. This is important to encourage these juniors as they have the ability to encourage their friends to also join the club and share in the fun of aeromodelling as we do.



STATEMENT FROM MAAA COUNCIL

The following is a joint statement issued by the MAAA Council to clubs regarding the intended formation of another Association. This statement will allow you to answer many of the questions you are undoubtedly receiving from your members. It is envisaged to follow this statement with a list of additional items and details to provide further information and answers to questions. (This was received on 3rd June 2012.)

MAAA would like to thank members who contribute by providing services for training and proficiency testing to maintaining and investing in our infrastructure.

Due to questions after the recent formation of another association, MAAA needs to clarify the position to our membership with regard to other associations and their members.

We are all proud of the entitlements which come with our MAAA membership:

- 1. Entitlement to use any of the MAAA materials and programs. The wings and flight instruction system, the inspector and permit to fly system and the MAAA MOPs. These are not part of CASA or any public domain material or system, the copyright is owned by MAAA.*
- 2. Entitlement to insurance cover provided by the MAAA and therefore the use of any sites where MAAA provides the insurance.*
- 3. Entitlement to participate in any, rallies State, National or International competitions, and all other events sanctioned by MAAA.*

MAAA will vigorously defend its intellectual property rights.

It needs to be clear that non MAAA members will not be able to fly at MAAA sites and MAAA Club fields utilising MAAA insurance whether or not they have other insurance cover. There are safety and legal implications if this were to be allowed.

MAAA is committed to providing the best system to develop and foster Aeromodelling throughout Australia. The great strength of our association is the friendship and selfless contribution by our membership to further the cause. It is through these services and the judicious use of funds that we have, that allow us to continue to meet the needs of members, and are able to plan for the long term future of Aeromodelling in Australia.



BRMFC Membership Fees 2012/2013

Subs are due by the **First day of July 2012** (1st July 2012), 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.

Subs have risen by \$5 in total which is roughly the CPI for the 12 month period making the senior fee \$200. This consists of \$2 for the VMAA/MAAA component and \$3 for the club.

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>

It is a condition of our MAAA insurance that your club is affiliated with the VMAA and has re-affiliated by the 1st of July. This is irrespective of whether or not club members have paid their fees. Please be assured the acting secretary has sent in BRMFC's re-affiliation form.



New Models seen at field

As mentioned in the previous newsletter, Max is now the owner of Mat's YAK that met an unfortunate demise during our annual display earlier this year when the motor cut during a 3D hover. The model suffered considerable damage to the engine mount box and superficial damage to one wing and the rear fuselage. It looks like Max has

done a good job repairing it and has fitted his 3MM 53cc engine.

The YAK was flown a couple of weeks ago however the 36MHz receiver was playing up and Max was lucky to get it down with only minor damage to the undercarriage. That has since been repaired together with the new canopy fitted that was on order. Following that nasty episode Max decided to bite the bullet and purchase new 2.4GHz radio gear effectively abandoning all his old 36MHz equipment. I guess we'll all be doing that as time marches on.



I think Max is doing a plug change on the 3MM 53cc engine after having some trouble getting it to run reliably.

The model was at the field again on Sunday 24th June for a test run but Max seemed to be having trouble getting the motor to run reliably. Apparently a new plug got it going okay. It wasn't flown so I guess Max is still making sure the engine is operating reliably.

Richard Turner has made his first foray into petrol powered models with the acquisition of an Sback 342 powered by a DLE-30 engine. This is the second Sback in as many months with Peter Evans' debuting his in May. The model is around 72" wingspan and performs very well with the 30cc petrol engine. This is the first of the new model DLE-30's that we have seen. It has the same rear carby like the DLE55. (Mat has one of the earlier side mounted models in his P51.) All up it looks a pretty good package.



Richard Turner is fuelling up his new Sback. The weather on Sunday 24th June was overcast with clearing showers and a westerly breeze but still quite flyable albeit a bit chilly. One thing's for sure, the best job on the day was stoking up the heater in the garage!!!



The Sbach 342 is an attractive model and the colour scheme on this example is quite eye catching. However I did notice the white wings a little hard to distinguish against the overcast sky when it was some distance away. At 72" it's a good size for general Sunday morning sport flying, easily fitting into station wagons and SUV's. Go much bigger then you need a van or trailer.



Richard is bringing the Sback in for one of many Touch Go's. (Sunday 24th June)

Stop Press!!! Richard has provided us with some info on his new model.

I purchased the Sbach 342 ARF directly from this Chinese online web site: <http://www.sdshobby.com/>. The kit cost \$250 and freight was a further \$100....very happy with the quality of goods.

Details:

- Wing span: 1850mm
- Length: 1770mm
- Wing area: 54sq.dm (837sq.in)
- Flying Wt: 4.7Kg
- Motor: DLE-30

Apart from touchy elevator control, test flight was successful and landed without difficulty. This is my first petrol engine and I am more than happy with the DLE motor. After one run-in tank full, motor ran like a dream. Thanks to Nick's phone camera you can view the test flight at: <http://www.youtube.com/watch?v=FJDZTC-Mv2c> which took place a couple of weeks ago. Richard is smoother on the elevator now than during the test flight.



Odd Spot

The OS 110 Alpha in Mat's F3A pattern aerobatic ship just wasn't performing like it should and then started to emit black oil down the side of the fuselage prompting an investigation.



Note the change in texture along the fracture on both sides. It's assumed subsequent flight stress then caused the final failure which went undetected for a while.

On removal of the cowl it was found that a section of the front bearing housing had broken away during one of the previous flights. (It had done a few flights in this state.)

With the bearing being unsupported on one side it allowed the crankshaft to bear up against the crankcase and presumably also tighten up the camshaft gear mesh. With all this extra friction the lack of performance was now obvious – it still ran though.

There is NO suggestion of a fault with the motor as there are two distinct patterns where the section has broken away indicating an earlier crack followed by total failure. This particular engine started its life in a profile model while Mat was practicing his 3D hovering and as you can imagine (and we know) it suffered a few impacts with terra firma. It is fair to say that engine manufacturers through more sophisticated manufacturing techniques are lightening the crankcase to provide us with the better performance that we so much desire – you can't have it both ways. Modern engines don't withstand impact like their counterparts of yesteryear and of course they are not meant to hit the ground.

With a new crankcase and bearings the OS110 was hauling the pattern ship around with the authority that was both expected and needed (as we saw on Sunday 24th June).



Tips & Tricks

Servo output arm retaining screw

Those pesky servo output arm machine screws are at it again!!! Mat Werner had a servo arm detach from one of the aileron servos on his big Yak SP-55 at Shepparton on the Queen's Birthday weekend.

We've seen this happen a few times on servos that have a metal output shaft and thus a machine screw. This tends

to be the case with the higher end servos as distinct from the standard servos that have a plastic or composite output shaft and self tapper with an interference fit.

It seems that the shake proof washer as supplied is inadequate to ensure that the screw will not work loose and rattle itself out allowing the output arm to fully dislodge. (In this case there were two servos per aileron so no big flight drama.)

To be sure a thread lock compound such as Loctite™ is required – just be certain to use a type that allows the screw to be removed. And avoid using a screw that has a chewed up slot for the driver, if you do you might regret it!!! Also be sparing, you wouldn't want it running down the side of the shaft into the bearings.

It would be nice if the servos were equipped with a rubber stopper/plug that was pushed in the servo arm mounting hole coming into contact with the screw head. That way even if the screw was loose it could not work its way out and would avoid a pending disaster. Some would say a dab of silicone would do the same thing but that's messy and untidy and doesn't allow for quick removal and replace.



Field Maintenance

The wood fire – You might not have noticed it but if you've been out at the field on cold Sunday mornings you will certainly have felt the benefit of it. I'm talking about the piles of wood nicely chopped up for both stoking the fire and kindling to get it started.

Please thank Len Astbury for his efforts. It makes it so much easier to get the fire going and keep it stoked up during those cold mornings.

After all that rain last week a section of the entrance track is under water again. Just take it nice and slowly, the base is firm so there's no need to go fast to ensure you won't get stuck. Going through it at any pace other than a crawl will undermine the base and then we'll be in strife.

Unfortunately the track is on the low side of the paddock making drainage both difficult and expensive. But compared to this, we don't have much to complain about <http://www.youtube.com/watch?v=0hdXYTgQxLQ&feature=youtu.be> (P&DARCS flooded again – let's hope they aren't affected too badly this time.)



Events

VICSCALE TROPHY – 9th/10th June, Shepparton

By Glenn White.

The weather forecast looked promising for the Queen's birthday long weekend maybe that accounts for the good

turnout for the Vicscale Trophy this year. Six of us from Ballarat made the trip up to Shepparton, namely Noel, Sharon, Mat, Max, Roger and myself (Glenn). With the exception of Mat who travelled up early Saturday we drove up on Friday afternoon so as to be out at the field nice and early on Saturday morning.



Mat is fuelling up the YAK for in readiness for one of his rounds.



Roly Gaumann's Pilatus PC-6 which came 2nd in ARF. Roly flew it very smoothly and had a parachute release.



Gary Sunderland's Pfalz on landing. Came 3rd in Scale.



Steve Malcman taxiing his 35% Cessna back to the pits after landing – Steve's signature manoeuvre is the side slip approach – he does it extremely well.



Here we have several of the Ballarat entrants and a general shot of the pit area. Overcast so must be Saturday. Photo courtesy of John Lamont.

On arrival out at the field we were greeted by locked gates and several cars with their trailers waiting to get in. It wasn't that early I would say about 8.00 am. Not wanting to hang about the gate was somehow lifted off it hinges and in we all went.

The pits were a beehive of activity for the next hour with models appearing from everywhere. A pilots briefing was called for 9.15am with flying to commence at 9.30am. It was nice to see that some planning had been done to make things run smoothly, a list of judges had been posted for each round, and most of us checked the list hoping not to see your name on it! Not having a model to fly my name was there several times (mental note, make sure you take two models, one ARF and one scale)

This was an important weekend for Noel with the world champs not far away. This was the first time his Fox Moth was to be statically judged and flown in competition. It was also Sharon's (Noels wife) into being a caller.

Flying got underway dead on time with the first round of ARF which had 13 entrants. Flying conditions were perfect although a little on the cool side. Roger was the first to fly with his Shoestring; he put in a good flight as usual. Max was the only other member from Ballarat to fly in ARF with his Pawnee; there were thirteen entrants in all. Giant scale was flown next with only two entrants, Mat with his Yak and Steve with his Cessna. Steve did not fly in the first round as he had starter motor problems.



David Law 1st and Noel Findlay 2nd – our entrants at the world scale champs to be held in Spain during August.

Unlimited Scale had seven pilots two from Ballarat, Noel and Roger. Noel of course with the Fox Moth and Roger with the OLD P39. Also in this round was another model

going over to Spain for the world champs being David Law's Pitts Special.

Both Roger and Noel put in great flights but were unable to catch David. Sharon did a good job of calling but I think Noel was a little nervous.

We had two rounds of each category without any major incidents. During the first round of ARF Noel's Fox Moth was statically judged, the three judges really went over it, I am told that it took them one and a half hours. This is its first static judging which has given Noel the opportunity to rectify a few things on both the model and with the documentation before facing the judges on the world stage.

We thought Saturday's weather was good but Sunday was even better with glorious sunshine all day. We got off to a good early start, the plan was to get another two rounds of each flown. Two or three models didn't fly due to engine, battery or in the case of Noel Whitehead a split fuel tank so we got through the rounds quicker giving us time to fit in another round of ARF and giant scale. This made for a latish finish, by the time the presentations were made it was getting late in the afternoon.

All in all it was a great weekend with many models in attendance and plenty of flying.

The results are as follows:

ARF

1 st	Rob Popelier	Extra 330	2476
2 nd	Roly Gaumann	Pilatus PC-6	2382.5
3 rd	Tony Greiger	Super Cub	2352

Giant Scale

1 st	Mat Werner	YAK 55	2536
2 nd	Steve Malcman	Cessna 172	2501.5

Scale (Overall score with flight score in brackets)

1 st	David Law	Pitts S2A	5512	(2632)
2 nd	Noel Findlay	DH Fox Moth	4915	(2617)
3 rd	Gary Sunderland	Pfalz	4735	(2152)

Once again many thanks to the Shepparton club for their hospitality. It is a very enjoyable place to fly.



Event Calendar

- June 9th/10th VICSCALE Trophy – Shepparton
- June 9th/10th F3A Aerobatics Vic/SA – Mildura
- June 17th F3A Aerobatics – Rosebud West
- July 7th (Sat) P&DARCS Auction – Dingley Hall, Marcus Rd Dingley starting at 1PM.
- July 25th** **BRMFC AGM**
- July 28th** **BRMFC Xmas in July night out at the Bunch of Grapes Hotel (To be confirmed)**
- August 3rd – 12th 2012 FAI World Championships for Scale Model Aircraft, Santa Cilia Airfield (Spain)
- August 18th/19th Robinvale & District Aeromodellers Club Annual Fun Fly-In – Robinvale

- August 25th/26th VFSAA Sportscale TCMAC – Albury
- Sep 15th/16th Mammoth Scale Fly-In – Shepparton
- Nov 3rd/4th Fun Fly – Ararat
- Nov 24th/25th Annual Fly-In and Swap Meet – Hamilton
- Dec 1st 2012 BRMFC Sausage Sizzle – Bunnings Ballarat**
- March 24th 2013 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.

Sunday Morning Romp

Upon hearing that her elderly grandfather had just passed away, Katie went straight to her grandparent's house to visit her 95-year-old grandmother and comfort her.



When she asked how her grandfather had died, her grandmother replied, "He had a heart attack while we were making love on Sunday morning." *(You could just imagine Grandma saying that!!!)*

Horrified, Katie told her grandmother that 2 people nearly 100 years old making out would surely be asking for trouble.

"Oh no, my dear," replied granny. "Many years ago, realizing our advanced age, we figured out the best time to do it was when the church bells would start to ring. It was just the right rhythm. Nice and slow and even. Nothing too strenuous, simply in time with the bells as they chime."

She paused to wipe away a tear, and continued, "He'd still be alive today if the ice cream truck hadn't come along."

Another marriage one

A typical macho man married a typical good looking lady.

After the wedding he laid down the following rules:

"I'll be home when I want, if I want and at what time I want --- and I don't expect any hassle from you."

"I expect a great dinner to be on the table, unless I tell you that I won't be home for dinner".

"I'll go fishing, boozing and card-playing when I want with my old buddies, and don't you give me a hard time about it".

"Those are my rules, any comments?"

His new bride said; "No that's fine with me. Just understand that there will be sex here at seven o'clock every night.....whether you're here or not."





BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.brmfc.org.au

Inc. No. A0001288M

MEMBERSHIP PAYMENT FORM – 2012/2013

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 2012.

Club	\$88.00	(\$79.00)	
VMAA	\$112.00	(\$112.00)	
Total	\$200.00	(\$191.00)	----- \$5 more than last year -----Amount: \$

Senior member – Full member benefits, any person 18 years or over before 1st July 2012.
 VMAA fee is paid through another club and you intend to fly regularly at our field.

Name of other club:

Club	\$88.00	(\$79.00)	-----Amount: \$
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Junior member plus VMAA – Any person under 18 years before 1st July 2012.

Club	\$44.00	(\$39.50) – 50% of senior membership fee	
VMAA	\$56.00	(\$56.00)	
Total	\$100.00	(\$95.50)	-----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	\$59.00	(\$53.00)	-----Amount: \$
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Social member – Receives newsletter, non-flyer, non-voting. (1/4 of senior member fee.)

Club	\$22.00	(\$20.00)	-----Amount: \$
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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	\$98.00	(\$88.00)	
VMAA	\$112.00	(\$112.00)	
Sub-Total	\$210.00	(\$200.00)	-----Amount: \$

Person 2 **\$56.00 or \$112.00** (**\$56.00 or \$112.00**) VMAA fee-----Amount: \$

Name: D.o.B..... MAAA (AUS) No:

Person 3 **\$56.00 or \$112.00** (**\$56.00 or \$112.00**) VMAA fee-----Amount: \$

Name: D.o.B..... MAAA (AUS) No:

Person 4 **\$56.00 or \$112.00** (**\$56.00 or \$112.00**) 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 2012. 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 2012 to 30th June 2013

Signed: