



NEWSLETTER – April, 2015

Committee 2014/2015

President:	Graeme Allen	(0418 534 983)
Vice President:	Max Rowan	(0409 011 160)
Treasurer:	Nick Katsikaros	(0438 559 985)
Secretary:	Jeff Dowsley	(0427 565 791)
Ordinary member 1:	Peter Evans	(0438 643 949)
Ordinary member 2:	Murri Anstis	(0413 353 739)

Officers

Returning Officer:	(The Secretary)
Public Officer:	(The Secretary)
Publicity Officer:	Graeme Allen (0418 534 983)
Safety Officers:	Mat Werner (0450 483 838) Nick Katsikaros (0438 559 985)
Newsletter Editors:	Roger Carrigg (0437 842 277) Glenn White (0412 641 188)
Field Maintenance:	Murri Anstis (0413 353 739)

Contacting BRMFC: Secretary: Jeff Dowsley.
Ph: (03) 5341 3589, Mob: 0427 565 791, Email: secretary@brmfc.org.au

Newsletter Editor: Roger Carrigg.
Ph: (03) 5334 2189, Mob: 0437 842 277, Email: editor@brmfc.org.au

Note the meeting location.

The next general meeting is to be held at **The Main Hall, Eastwood Street Leisure Centre** on Wednesday April 22nd 2015 commencing at **7.30PM**. (Field Air Offices are still under re-construction and Nick will be away with work commitments making Gekko unavailable.)

Please come along to the meetings and support your club and be part of the decision making process. Don't forget to bring a plate for supper.

Agenda Items for the next meeting

1. New Membership
2. Trawalla Field Lease
3. Field Maintenance
4. Updated Safety Rules
5. Food Handling Certificates
6. Purchasing Policy
7. Purchase of New 240V Portable Generator
8. Establishment of a Foam Model Flying Area
9. Any further general business items
10. Agenda and Location of next meeting

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) Management Committee Report.

No meeting.

II) Events

M Werner attended an event in the Barossa Valley. Mat met some interesting pilots and a scratch built Extra NZ, with Mat achieving 2nd overall in his class.

J Coughlan and M Werner attended the Ararat event. Some issues with the new plane, but a well attended, fantastic weekend.

III) Shared Sports Facility

M Rowan reported that the City of Ballarat is still seeking a large area for mixed use, possibly including space for a flying field.

7. General Business

I) Field Maintenance.

- a) The toilet is still to be painted with paint colour still somewhat random, and signage (Men - Ladies;
- b) Ants are a problem, and rat and mouse bait needs to be laid; and
- c) Dressing of the airstrips is required – M Anstis will drag a sheet of reo to smooth things out.

8 Other Business

a. Food Handling Certificates

Need to have two members undertake the Food Handling course. J Dowsley +?

b. Draft Purchasing Procedure

Secretary and Treasurer have prepared a draft procedure which is attached for members to consider and discuss/adopt at the April General Meeting.

c. 240V Generator Purchase

M Rowan has investigated several units, and has settled on a Chinese 7.5KVA at approximately \$800.

d. Trawalla Dynamic Flight Park Lease

As the 6 month trial is now completed, and the lease is now due for renewal. Members agreed that as there is no alternative site, a long-term lease should be entered into with DFP.

A meeting between the CoM and DFP (Rohan Holtkamp) will be held next Saturday.

Matters to be discussed include scheduling of DFP operations at weekends affecting BRMFC operations, and the sharing of air space with a pilot and observer ensuring physical separation. A more detailed DFP diary entry/web calendar or Facebook page, noting flight operations would be very useful, along with a telephone response for **BRMFC** enquiries.

e. Trawalla Safety Rules

The sharing of air space with DFP hang gliding operations has been trialled when the DFP N-S airstrip was in use. This has been quite successful, with the BRMFC pilot employing an observer to ensure that models were well separated from the hang gliders.

Trawalla start time should be from 8:30AM. Safety rules will be modified to show this.

f. Trawalla Additional Airstrip

With the E-W strip in operation, it is very easy to overshoot the DFP boundary when the wind is from the west. A third airstrip is proposed at an angle to direct flights more to the south/west. This would also reduce the incidence of early morning sun in the eyes. It was also suggested to shift the flight-line further east to minimize boundary excursions.

g. Other Items

i. Unrestrained Models

M Werner noted that some clubs were permitting unrestrained models were being started in pit areas – highly dangerous.

ii. Club house heating

A replacement heater is being constructed.

iii. Roofing Canteen Area

Members agreed that a laser light roof should be constructed. M Anstis will obtain material quotes.

iv. Reassembly of Shed

To be discussed at the next meeting. Siting should be next to the North container.

v. Access Ramp to Toilet

M Anstis will obtain material quotes.

vi. BRMFC Unlisted in the RCNEWS

K Nunn noted the RCNEWS Magazine did not include BRMFC as a flying club.

9 Agenda Items for next meeting

As per March meeting

Food Handling Certificates
DFP Lease Agreement
Purchasing Procedure
Updated Safety Rules
Establishment of a Foam Flying Area

Meeting Closed 8:50PM



Field etiquette

Could members please take as much of their rubbish as possible home with them. The field maintenance crew have noticed excessive rubbish and asked this message be placed in the newsletter.

Rohan Holtkamp, the owner of Dynamic Flight (our landlord) has reported that the gate has been left opened several times. There are sheep in the paddock, and last out must **SHUT & LOCK THE GATE!** Before you leave take a note if you are the last one and make sure the gate is closed and locked. There are two padlocks daisy chained together so our club members and Dynamic Flight staff can gain entry.

Back at Spreadeagle Road we were across making sure the gate was closed, so we need to get back into the routine.



Trawalla Field News

Some members have reported that when they have called in to Trawalla for a fly when passing, have not been able to use the field because they are on their own and DFP are operating hang gliders, so following the rules, they are prevented from flying.

The Committee of Management had a recent meeting with Rohan of DFP, and the following is recorded:-

BRMFC notes that communications is the issue, especially given the distances that some members have to travel. Rohan suggests that a text message to him is the best, as some flight ops are weather dependent. If BRMFC members send an SMS message to 0409 678 734, identifying themselves as BRMFC, and ask if DFP are flying now/today? Rohan is happy to respond asap.

This should at least let members know if it's worth going out to DFP.

As an update, we are now officially amalgamated with Golden Planes, and have requested access for members to Burrumbeet. We are awaiting a reply from the Burrumbeet Trustees, and I will inform members of progress ASAP, as I know many are anxious to commence using the Burrumbeet strip.

Renovation of Toilet Building

Murri is well into the toilet building renovation project. It was getting a bit rundown inside over the last few years

back at Spreadeagle Road and the shift to Trawalla didn't help it either. The old floor tiles, which had deteriorated badly around the entry, are being removed and will be replaced with sheet linoleum. The tiles were well and truly stuck down and required heat to soften the adhesive enabling them to be lifted up. Fortunately the newly purchased 8kVA generator enabled a heat gun to be used.



Doug has been assisting Murri by removing the old floor tiles.

The adhesive residue left on the floor is extremely sticky at the moment and can be dangerous to walk on if you are unaware. It's very easy to get off balance as you try to lift your foot and find you can't.

Erection of Shed

Now that we have the planning permit for the shed (which is stored in the container since it was dismantled at Spreadeagle Road) the next major job will be erecting it. It seems that the preferred location is on the north side of the northern container with the roller door front level with the container and at least a 3m gap. The building permit application is about to be submitted to the Pyrenees Council.

Runways

Max has mown an additional runway in a NNE direction to assist with avoiding the sun early in the morning and also to try and minimize the likelihood of flight paths over Church Road and beyond.



Burrumbeet Field News

On Saturday morning April 18th a few members (Mat & Cato, Nigel, Max and Roger) went out to Burrumbeet and re-established the field so it can be used. The N/S strip, pit area and access path between pits and runway were mown. A couple of lengths of matting left over from Spreadeagle Road were laid in the pits with about six model restraint sockets set into the ground through the matting. One takes two poles to restrain a model by the wings, while the rest are the tail plane type. A socket fabricated by Max was also hammered in on the northern end of the flight line to take the windsock. The windsock is stored in the kitchen area along with the model restraints and other kitchen gear also taken out there. Several coloured disks (like at Trawalla) have been pegged along the pilot flight line to mark its position.

As mentioned above, we've left our field equipment and kitchen coffee making gear in the kitchen/store room building which unfortunately is the best part of 100m from the pit area.

The strip itself is quite undulating towards the northern end. Nothing that wheels would get caught in, but there would be a problem with fast models touching down at high speed. However the intention is for the field to cater for the smaller fixed wing models and rotary wing as specified in the Safety Rules Appendix B. Of course the surface condition is nothing that time & effort wouldn't fix.



This "The Lake Burrumbeet General Store" is where the club member who is first to arrive must pick up the key and the last to leave return it after locking the entrance gate. The store is 100m up the track into the caravan park from Remembrance Drive. It's handy as well, you can get milk, bread and most other supplies by the look of it. We should patronize the store to acknowledge our appreciation.



The main gate that must be unlocked to gain entry and locked when the last member leaves. You come to this gate after driving about 550m along Cassidys Road after picking up the key at the General Store. Cassidys Road is the first

turn to the left as you exit off Remembrance Drive on the sweeping bend.

On arrival and picking up the key from the General Store Max handed over a diary to be kept there with the key. The member who takes out the key is required to enter their name in the diary on the page for the date. The store owner didn't see that as a problem and was quite happy about it. This is the only means by which the club has any control over who uses the field because the racecourse trustees would not agree to all members having a key – too many keys out there I presume.

There is some work going on at the racecourse at the moment by contractors replacing what looks like some of the boundary fences.

After the work was done Peter Evans, Mat & Cato Werner flew their electric models and enjoyed the near perfect conditions.



Mat was doing some 3D flying with one of his small electric balsa constructed models. It's not a foamy!!!



Looking south along the runway. The trees behind are quite high but a fair way back. Most models of the size flying there would turn before the trees when coming in to land.



The pits with matting laid – there's room for about six models on the matting.

There's a couple of maps at the end of the newsletter to assist until the procedure is fully documented on the web site. A waterproof sign to display the rules is also to be erected in the pit area.



VMAA/MAAA News

From the VMAA Editor – Hi All

Letting you all know that the VMAA Calendar has been updated to 9th March 2015 with dates that I am aware of. If you have an event date, please let me know and it will be posted in the calendar and the VMAA Newsletter. The VMAA web site is being updated with new content so visit soon. A new VMAA Newsletter will be published shortly with a link sent out to all Association Members that have a valid email address. Newsletter editions will be posted on the VMAA Web Site for future reference.

From the MAAA President.

2015 Member survey; together we form one powerful voice!

As the leading national aeromodelling organisation in Australia, we are committed to helping our clubs deliver the highest levels of service, to new and existing members. We are undertaking the 2015 member survey to develop a deeper understanding of the needs of members and aeromodellers in Australia.

The insights from the survey will be used to help the MAAA to improve services to members and advance the aeromodelling sport.

As a leading state body we need your help

Please promote the survey to clubs to encourage members to take the survey, so that we can meet their expectations! We'll be happy to share the results with you.

As an incentive, we are giving away five \$50 vouchers as prizes to a retail store of the winners' choice. We will select five winners by judging the best answer to the last survey question.

The survey will take around 10 minutes to complete. For members to have their views included, they will need to complete the survey by Sunday 31st May 2015.

Members can begin the survey by clicking [HERE](#)

Please help us keep our skies safe and until next time, have a safe, fun flight!

 Neil Tank, President MAAA.

Instructor's Course

The VMAA will be running an instructors course at the Greensborough Model Aircraft Club (Melways 184 E4) late June or early July depending on numbers. All candidates must be proposed by their individual clubs and must have gold wings. It would be appreciated if the club secretaries get back to me (VMAA Secretary) with their proposed candidates ASAP so we can finalise dates etc. The course will be run over 1 day.

Avalon Airshow – the VMAA was awarded the prize for the best overall display of aircraft at Avalon by the event

organizers. Several VMAA members won individual awards as well. Many brochures and gliders were handed out, overall a great result and job well done by Roger Chapman and the crew.

Bairnsdale State Field Opening – The Official field opening was held on the weekend of March 7th/8th by the MAAA/VMAA. In attendance were Neil Tank (MAAA president), Carl Bizon (MAAA V/P), Kevin Dodd (MAAA Secretary) and Brian Dowie (MAAA treasurer) as well as several VMAA committee members. A great weekend was had by all. The VMAA thanks all the Bairnsdale members for putting on a great event.

VMAA Editor – The VMAA committee welcomed Joe Finocchiaro back as Editor, Joe has made a great contribution in the past as editor/contest director. His input will be appreciated. Joe will organise a newsletter and will be updating the events calendar, good news.



New Models seen at field

Mat Werner has acquired another large aerobatic model although he doesn't seem all that happy with its aerobatic capabilities albeit at IMAC competition level. The model is an Extra 260 by Xtreme Composite, has a wing span of 3.2m and is powered by a 3W 210cc twin cylinder petrol engine turning a 3 blade 31"x12" carbon fibre propeller. It's certainly a lot of aeroplane and tips the scales at 23kg.



Mat's new Xtreme Composite Extra 260 powered by 3W 210cc twin cylinder petrol engine. Photo taken on Sunday March 29th.



The 3.2m Extra 260 on a slow pass over the field.

Nick Katsikaros also has a new model – nothing like the size of Mat's, but who says size counts!!! Nick has been kind enough to provide us with some info on the model, including a very attractive photo of the original pilots ☺ in the detailed online review below.

<http://www.rcgroups.com/forums/showthread.php?t=758479>

The kit was a gift for Xmas 2013 and is probably very old stock since it was initially released in 2007. Fitted with an OS 55AX, Slimline Pitts muffler, HS225 servos, while kit wheels and spats were replaced with bigger foam wheels. It appears to be a high quality kit with reasonable quality fittings. Very true to scale in outline and decoration.



Nick is pictured here on Sunday March 29th with his new Yak 54 powered by an OS 55AX two stroke.

The plane is very light for its size and available power and flies extremely well, having been designed by one of the pioneers of 3D flying. Initial cooling and tuning issues on the OS were overcome with enlarged exit holes and internal baffles and careful adjustment of idle mix. Only problem is it doesn't want to land with the motor running ☺, so some trials with different props will follow.

John Coughlan has moved into bigger models as he builds on his aerobatic flying skills. In fact John's flying has come along in leaps and bounds over the past few months. His latest is a 3D Hobby Shop Extra 330 powered by a DA 120cc twin cylinder petrol engine swinging a 28"x12" propeller. Wing span is 103 inches and tips the scales at 16.5kg.



John Coughlan and grandson Jack behind the 3D Hobby Shop Extra 330 powered by a DA120cc twin cylinder petrol engine. Photo taken on Sunday March 29th.



I managed to snap this shot while John was practising IMAC manoeuvres.

Peter Hexter has also gone down the path of petrol powered aerobatic aircraft. (I'm starting to feel a bit out of it – perhaps I should join them!!!) The model is an MXS-R that he found on the used model market. It is powered by a DLE55 and has a wing span of around 84 inches.

For those who aren't familiar with the full size MX brand, I found this background info on the company web site <http://www.mxaircraft.com/>. MX Aircraft is a North Carolina based company specializing in the production and sales of the MX2 and MXS line of Sport, Aerobatic and Race aircraft. The company was founded in 2001 to design and build the next generation aerobatic monoplane.



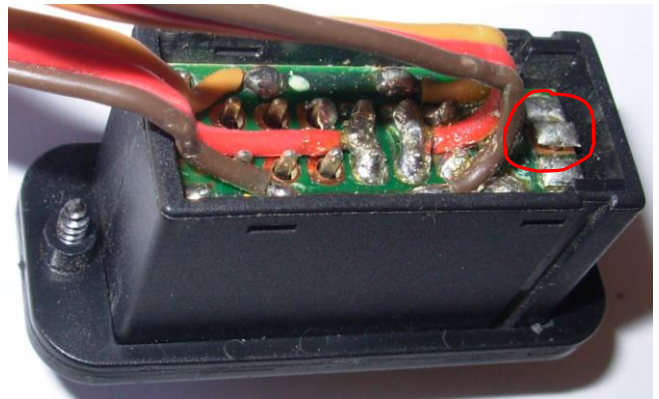
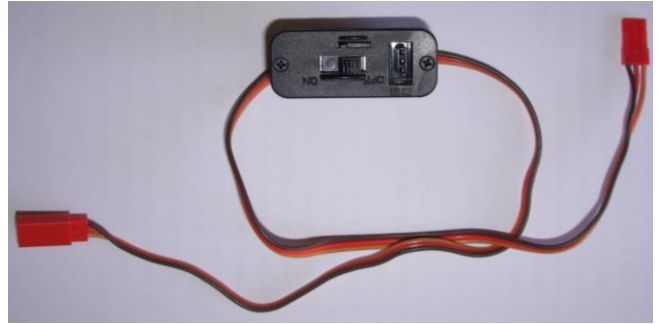
Peter Hexter with his MXS-R aerobatic machine powered by a DLE55 petrol engine. Photo taken on Sunday April 12th.



Tips & Tricks

Faulting Charging Jack in Switch Harness

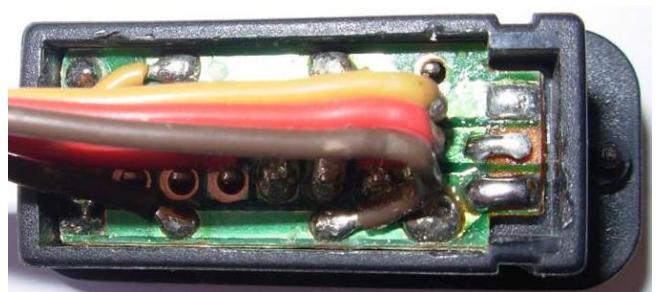
I bought a couple of EMS heavy duty switch harnesses quite some time ago which feature an inbuilt charging jack and fitted one into my new WACO YMF-5. While down at Warrnambool earlier this year and after assembling the model, I couldn't check or charge the batteries using the switch harness charging jack which is mounted in the front cockpit rear frame. Bugger, had to pull the wings off and charge the batteries directly with the intention of sorting it out back in the workshop.



Back in the workshop I hooked up the other EMS switch and the charging jack worked as it should. Not to be too easily outdone, I prised the rear cover off the switch case and noticed the soldering of the charging plug centre pin was raised up off the printed circuit board (See photo above). A continuity check with a multi-meter indicated that two of the charging jack pins were not electrically connected to the printed circuit board conductor strips.

During assembly at the factory, when it was soldered the PC board could not have been seated home correctly. Subsequent pressure applied to push the cover on then broke both positive & negative conductor strips away from the board.

I was able to successfully resolder the charge jack pins to the printed circuit board conductor strips. (See photo below) It now works as it should and is back in the WACO.



It just proves you can't assume anything – I didn't test the charging jack and it wasn't used until down at Warrnambool. Previous battery charging was done directly to the battery. Maybe there should be a proverb "You can only make assumptions based on fact"!!! This was on top of the faulty new 'Y' lead I encountered as well.

Muffler Bracket

On the first few flights of the WACO, I was having trouble with the muffler of the OS155 Alpha slipping on the threads until it touched the airframe. It didn't come loose, but I could not tighten it sufficiently to keep it in place. The engine is side mounted with the muffler end cone exiting the cowl underneath.



Muffler bracket fabricated from a section cut out of an old printer chassis.

I came to the conclusion that the only remedy was a support bracket, but how to fabricate and where to tie it back to the structure taking into account the flexibility of the engine mount. I searched through my metal bin and found an old printer chassis that had a channel pressed into it and thought that could form the basis of the bracket that could pick up on the engine mount attachment hole nearest the muffler. After cutting the channel section out it was just a matter of some measuring and trimming to form the bracket. An aluminium clamp around the mid-section of the muffler bolted to the bracket with lock nuts to keep it tight. The aluminium clamp had to be exactly the right size to grip the muffler tightly with the steel bracket sandwiched between the legs. The only drawback, the engine, muffler, engine mount and muffler bracket now have to be fitted as a complete assembly.

Note: Old computer/printer chassis are an excellent source of light gauge steel for making small modelling parts.

I still have a problem with the 17x8 XOAR wooden prop slipping on the OS155 in the WACO and the knurled prop driver chewing out the hub. It also makes a loud cracking sound in the air and finally last Sunday (April 12th) the engine stopped in flight. On examination after the dead stick landing, the prop was loose although the lock nut was still tight; it just lost the flywheel effect. I've tried a couple of layers of 180 emery paper discs and that has helped and they were fitted when it stopped – at least the prop is not chewing out further. The next is a leather washer as suggested by Graham Waterhouse. Anyone had similar problems?



Events

VFSAA Scale Comp – Geelong 4th April (Easter Sat.)

By Glenn White.

Due to the cancellation of the scale competition earlier in the year at the Dog Rocks field due to bad weather it was re scheduled for Easter Saturday the 4th. April. It was giving us short notice and being a public holiday it was unsure how many pilots would attend. The weather forecast was for a good day, this and the close proximity to Melbourne may have accounted for the exceptional turn out of twenty-two competitors.



David Law preparing his DeHavilland Vampire for action. Came 1st in F4C Scale.



A line up of the models in the pits that entered.



Noel Findlay's DeHavilland Fox Moth completing the turn after take-off. This is the first model built and seems to be relegated to practice and low key events.



Rob Dickson's ME109G on a low slow flypast? No it was a landing approach and the wheels wouldn't come down.

The weatherman was right for a change the weather was perfect, no wind to speak of and as the day went on it got quite warm. Three of our members attended Noel, Gavin and myself (Glenn). This was my first comp for more than a year, what with holiday's and health problems. I put a new motor in my old Extra to get me in the air again it was a bit of a rush to get ready for Geelong and I would have liked a little more practice to get it set up the way I want it. Anyway I didn't get off to a good start; I was there early enough to have a quick test flight, this went well until on the landing approach, shock hurrah I had lost a wheel. No wind, large model fast approach I thought it was going to be the end of the day for me but I was lucky to get it down with no damage. A ten minute drive into Geelong and I had a new pair of wheels and a lighter wallet (\$50 for a pair!!). I was back before the first round got under way at about 10.00am.

There were 14 models in 'Flying Only', so it took some time to get through them all. It was good to see some new faces and models, the standard of flying was high and there were no "incidents" to report. Scale was next with four models to be flown, David's Vampire, Noel's Fox Moth. Bill Wheelers Drouin Turbulent and Roly's Dornier. There were also four flying Large Scale, Daniel Wheeler (Yak 55), David White (Spacewalker), Greg Lepp (Decathlon) and David Law (Extra).

Two rounds of each were flown making for a long day. It is worth mentioning that the judging is getting more serious, David was penalized 10% of his first round score for not having a pilot in his Extra and Noel lost his take-off points for calling "now" before the model was released. Any one that is not sure of the rules should check them out on the VFSAA web site.

It was 5:00pm by the time the presentations were made (see results below). The next Competition is to be held at Bacchus Marsh on Saturday 9th May.

See results table towards the end of the newsletter.



Coming Events

ANZAC Day Warbirds



When- Saturday 25 April, 2015
+ flying all weekend

Where- Hamilton Model Aero Club. 16 km out Port Fairy Rd. (From Hamilton) Then turn right onto Branxholme-Byaduk Rd and travel 5 km.

Public welcome. BBQ & refreshments available.

Further info. contact Julian. 0437 362 980.



TWIN CITIES MODEL AERO CLUB
Albury

7th Annual Scale Rally
May 1st 2nd 3rd
2015

Autumn is the perfect time to visit the BorderRegion and fly in ideal weather conditions
This is a no competition rally open to all Scale Models, including ARF's and Non Builders of the model entries, so bring them all along, even if it looks scale, come and fly.
Current MOP certificates will need to be sighted for models exceeding 7kg
Dinner Saturday night at a local Restaurant
Contact : David Balfour 0407953903
djbalfour@bigpond.com



For Sale

Murri Anstis has the following modelling item to sell.

OS95AX 2 stroke engine NEW IN BOX **\$100**

If interested please contact Murri Anstis on 0413 353 739 or murrig@bigpond.com

This has to be the bargain of the year!!!



Event Calendar

April 3 rd	Good Friday – Easter weekend
April 4 th (Sat)	VFSAA Sport Scale – GMAA (Geelong)
April 9 th -19 th	MAAA 68th Nationals – Brisbane
April 12 th	Echuca Moama Annual Fun Fly – VMAA Flying Field Echuca.
April 12 th	Scanner Racing at Geelong – GMAA.
April 18 th (Sat)	“Crash Test” Trials at GMAC (Greensborough).
April 25 th /26 th	HMAC ANZAC Day Warbirds – Hamilton
April 25 th /26 th	VMAA Trophy (postponed)
April 25 th /26 th	WW2 & Military Scale Comp – Wagga Wagga

May 1 st – 3 rd	TCMAC Annual Scale Rally – Albury.
May 9 th (Sat)	VFSAA Sport Scale – Bacchus Marsh
May 10 th	<i>Mother’s Day</i>
May 16 th /17 th	Lake Leake Float Fly – Mt Gambier.
May 17 th	Bairnsdale Mid May Muster – BADMAC.
May 24 th	VFSAA Sport Scale – P&DARCS Pakenham.
June 6 th /7 th	VFSAA VicScale Trophy – Shepparton
August 22 nd /23 rd	VMAA State Scale Champs – Albury
August 22 nd /23 rd	Large Scale Racing – Bendigo
September 6 th	<i>Father’s Day</i>
Sept 11 th /12 th	Mammoth Scale Fly-In – Shepparton
Oct 31 st /Nov 1 st	Mosskosh Annual Fun Fly – Ararat

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.



Results of the VFSAA Scale Comp held at Geelong on 4th April (Easter Sat.)

Copied from: <http://vfsaa.org.au/wp-content/uploads/2015/04/Geelong-April-2015.pdf>

F4C Scale

Competitor	Aircraft	Rnd1	Rnd2	Static	Average Best two + Static	Rank
David Law	Vampire	2442	2385	2696	5109.5	1
Noel Findlay	Fox Moth	2481	2079	2313	4593	2
Bill Wheeler	Drouin Turbulent	2053.5	1987.5	1953	3973.5	3
Roly Gaumann	Dornier	2244	2320.5	1667.25	3949.5	4

Large Scale Flying only

Competitor	Aircraft	Rnd1	Rnd2	Average Best two RNDs	Rank
Daniel Wheeler	Yak 55	2356.5	2439	2397.75	1
David Law	Extra	2266.65	2445	2355.825	2
Greg Lepp	Decathlon	2226	2307	2266.5	3
David White	Spacewalker	2068.5	2092.5	2080.5	4

Scale Flying only

Competitor	Aircraft	Rnd1	Rnd2	Average Best two RNDs	Rank
Noel Whitehead	RV4	2362.5	2341.5	2352	1
Steve Malmman	Cub	2248.5	2310	2279.25	2
Brian Whelan	Turbulent	2202	2335.5	2268.75	3
Gary Sunderland	Fokker	1962	1999.5	1980.75	4
Tim De Haan	L4 Grasshopper	1998	1930.5	1964.25	5
Glenn White	Extra 300	1857	1918.5	1887.75	6
Anthony Monteleone	Auster J1	1848.15	1826.55	1837.35	7
Gavin Gedye	Corby Starlet	1684.5	1777.5	1731	8
David White	Mustang	1659	1794	1726.5	9
Robert MacDonald	L4 Grasshopper	1114.5	2161.5	1638	10
Rob Dickson	ME109G	1275	1834.5	1554.75	11
Lance Langham	Super Chipmunk	1233.9	1004.4	1119.15	12
Jarrold Tippings	Texan	1812	0	906	13
Phil Pope	J3 Piper Cub	1579.5	0	789.75	14
Mark Sills	STA Ryan	0	0	0	15

Maps of our Burrumbeet Racecourse Flying Field



Map showing location of the General Store where the key is kept and the locked entrance gate to the racecourse grounds.



Map showing location of the runway & pit area and kitchen/store room that we have access to. That's where the windsock and model restraints etc. are stored.