



NEWSLETTER – August, 2015

Committee 2015/2016

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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:	Fred Eggleston	

Officers

Returning Officer:	(The Secretary)
Public Officer:	(The Secretary)
Publicity Officer:	Graeme Allen (0418 534 983)
Safety Officers:	Mat Werner (0450 483 838) Murri Anstis (0413 353 739)
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Note the meeting location.

The next general meeting is to be held at **The Main Hall, Eastwood Street Leisure Centre** on Wednesday August 26th commencing at **7.30PM**. (Field Air Offices are still under re-construction and Nick is away with work commitments making Gekko unavailable.) **Don't forget to bring a plate for supper.**

Agenda Items for the next meeting

1. Field surveillance
2. Field Maintenance
3. Asset Register
4. Building & Maintenance
5. Burrumbeet
6. Air space sharing procedures with DFP

Points of interest from the last meeting

Extract of newsworthy items from the minutes of the last meeting. Note: Some events/activities may have concluded or been modified as circumstances change.

1. Reports

- I) **Management Committee Report.**
 - a) No report.
- II) **Building Permit** – Max Rowan reported that Martin Tuddenham is almost ready to submit the building permit for the shed.
- III) The President explained to the meeting the process that is currently underway with the Pyrenees Shire regarding the planning permit.
- IV) Mat Werner raised concerns over safety issues observed at the recent VFSAA event. Mat is to put a letter together and send to the Committee to scrutinize and pass on to VFSAA. (Mat has sent a letter to the BRMFC Secretary for action by the committee and is included below for reference.)
- V) Murri Anstis reported the indoor flying at Haddon Hall is extremely popular.
- VI) New visitors' book in place – existing one must be locked away in one of the containers.

- VII) Nick Katsikaros brought to the attention of the meeting the new 417mph speed record for Dynamic Soaring was recently set in Cactus QLD.

2. General Business

I) Field Surveillance

Peter Evans is working on it in conjunction with Rowan Holtkamp of DFP.

II) Field Maintenance

- a) Yellow painted pavers to go down on the flight line to mark where pilots stand.
- b) Taxi ways need to be better defined particularly with the short grass.

III) Asset Register

An inventory of our major assets – Nick has it as a work in progress.

IV) Building & Maintenance

- a) Just about on top of things.
- b) Tap froze in toilet and fractured on Sunday morning 19th July – needs replacing. Murri will purchase a new one and replace.

V) Burrumbeet

- a) Been used about two or three times in the last month.
- b) Strip is looking pretty rough – needs mowing.

- c) It was agreed it is not worth spending a lot of money on.

VI) Air space sharing procedures with DFP

- a) Brought up as a result of hang gliders taking off while models flying the week preceding the June meeting.
- b) Need to approach Rowan Holtkamp of DFP and make him aware of what happened and potentially will occur again. Committee is to follow up.



Membership Renewals

If you haven't renewed your subs for the 2015/16 year can you please do so ASAP?

Secondly, if you don't intend re-joining please give the secretary the courtesy of a message to that effect.

The renewal form was included with the June 2015 newsletter and can also be found online at: http://www.brmfc.org.au/Forms/MembPayment%202015_16.pdf



New Member

Ted Burke from Beaufort joined the club a couple of weeks ago and is keen to learn to fly his Boomerang 60. Ted's previous modelling experience centred around control line flying so R/C is a new experience and we hope an enjoyable one.

Ted has been a regular visitor of a Sunday morning over the last several months joining in with the banter over a cup of coffee. and is obviously very interested in aero modelling and aviation.



Ted Burke with his Boomerang 60 Trainer powered by a Super Tigre 60. Photo taken on Sunday 9th August.

Nick has taken Ted under his wing and has been helping get the Super Tigre 60 tuned and running reliably. Once that was achieved Nick has taken the Boomerang 60 up and given Ted some flying tuition.



Nick starting Ted's Boomerang 60. Photo taken on 5th July.



And up, up & away into the wild blue yonder!!!

We take this opportunity to welcome Ted into the club and wish him every success in his modelling pursuits.



VMAA News

Webmasters Report: - The VMAA web site may use the same host as the MAAA website for uniformity. NT and Tasmania will be the first two states to join the MAAA website hosting initiative.

Silver wings – Silver wings will now replace the current bronze wings and Bronze will be for models 2kg and under.

MOP27 (Awarding of wings and instructor rating) - Paragraph 4.1.1 is under investigation regarding wording.



New Models seen at field

Mat has another new IMAC aerobatic model. This one is a Yak-55sp by [Carf Models](http://www.44ghz.com/carf-models-ltd/). As a matter of interest, I copied the following description of the company from <http://www.44ghz.com/carf-models-ltd/>

CARF Models Ltd (Composite ARF) is a Hong Kong based developer and manufacturer of airplane kits for the RC hobby industry. The company utilizes G-Force Composites of Thailand as their contractor to develop new concepts and later to produce their end product.

The company utilizes eight warehouses throughout the world to distribute their finished goods including two in the

USA, two in Germany, two in Australia, and one each in Japan and Thailand rounding out the group.

As their name indicates, kits offered by CARF Models have a heavy emphasis on composite construction. They offer a robust selection of aerobatic and scale prop planes as well as an impressive selection of sport and scale jet RC aircraft.

CARF Models has built a solid distribution network worldwide through which they market and distribute their airplane kits.



Mat's new Yak-55sp which he test flew on Sunday 2nd August. Powered by a DLE170 turning a 25.5"x12.5" carbon fibre 3 blade propeller.



The Yak-55sp taking off on its maiden flight to be put through its paces.

Manufacturer's Specs:

- Wingspan: 118" (2998 mm)
- Length: 108" (2743 mm)
- Weight: 39.5 - 40.75 Lbs (18 - 18.5 kg) dry
- Engine: 150 - 170 cc
- Radio equipment: 9-11 high power digital servos
- Wing area: 2814 inch² / 181.5 dm²



Sad News

It was with great sadness when we heard that Graeme Wilson, the VMAA Registrar passed away on Wednesday August 5th after battling a long illness.

To my knowledge Graeme's primary modelling focus was the control line scene. I remember when he came to Ballarat when BRMFC was in the process of submitting a

bid to host the 55th Nationals to be held in 2001/02 after the successful 49th 1995/96 event. The club had sussed out the potential hard deck surfaces most of which were used in 1995 and I took Graeme around to canvas the sites. Being intrigued as to when that was I had a look back through the submission file without success. An electronic search of the newsletter archive found an article in the January 2001 edition which points to Thursday 11th January 2001 as the date of his visit.

On behalf of the President, committee and members of BRMFC we pass on our heartfelt condolences to Graeme's family and friends.



Trawalla Field News



The BBQ enclosure (aka the chook shed) erected on Saturday 11th July was finished off the following Saturday (18th) including a paint job to make it blend in.

Field Locks



Important notice to all members!!!

As from the 1st September we will be updating our security at the Trawalla field.

New locks will be fitted to the front gate and kitchen building and they will be on a new key system. To make this change over go smoothly for the hand out of new keys please contact Max on 0409 011 160 or Murri (0413 353 739) out at the field before September or you will be locked out.

We will not be collecting the old keys straight away, but ask you to bring them out with you and drop them in the collection box in the kitchen.

Lambing

The sheep that graze on the property are lambing at the moment and the farmer who owns the adjacent property to the south has asked us not to frighten them unduly.

If they are around our facilities when you arrived just chase them off quietly so as not to cause any unnecessary stress.



Ballarat Aero Modellers New Field

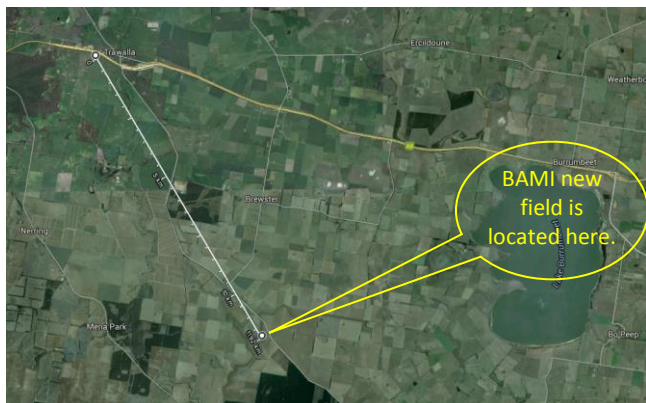
The Ballarat Aero Modellers have secured a new flying site after having to vacate the field they occupied at Haddon for what we understand was around 32 years. Murri Anstis attended there last commemorative flying day at the Haddon field on Saturday 8th August. I asked Kevin Howard for some details on the new field and he kindly provided the following:

Thanks for your email. It is nice to have a new place to operate from, however I don't think there will be much flying going on before Christmas, but we can use the field as is to fly Electric Gliders and Old Timer Models. Work will be needed to set up the take-off and landing area for the larger power models and Aero-towing of Scale Gliders.

The field is located on David Morecombe's land 847 Carngham-Trawalla Rd Brewster, 32 km from Ballarat. Go west on the new A8, turn left off the A8 at Kayleys Ln, head south to the T intersection on the Carngham-Trawalla Rd, turn left and head south east for approx. 2 km after you cross a creek the field is on the right hand side.



BAMI's new flying field is 847 Carngham-Trawalla Rd Brewster, 32 km from Ballarat.



The new home of Ballarat Aero Modellers is 12km south east of our Trawalla field.

Flying fields are hard to come by close in to the city these days with the urban sprawl. The other thing, 30 years ago the average R/C model was much smaller and didn't require such large areas to fly. If you go out and have another look where we used to fly at Bowes Road Ross Creek which we thought was quite a big field at the time, it looks very small by today's standards.



Tips & Tricks

Broken prop bolts

In the previous newsletter there was an article on the DLE170 broken crankshaft in Mat's Extra 260. To get the plane back in the air he fitted a DA170 with the same prop & spinner. The weekend of Sunday August 2nd he told me that the prop came off again – this time the six propeller bolts sheared off.

I asked are they high tensile bolts, but of course it is hard to know unless you purchase them from a supplier that deals in that sort of product. Unless they are stamped with a marking that indicates high tensile you can bet they won't be. I think there is a notion that all cap head bolts are high tensile like Unbrako™ bolts.

A bit of Bing searching (I Binged it instead of Googled it) reveals that broken propeller bolts on large models is not uncommon. The DLE170 has 6 x M6 bolts (almost ¼ inch) which makes it hard to believe that they could all shear off but they do. See this forum for similar occurrences:

<http://www.flyinggiants.com/forums/showthread.php?t=89962>

<https://www.hobson.com.au/page/unbrako/socket-head-cap-screw-unbrako.php> as an example sells and has excellent info on socket head cap screws. It says all Unbrako™ bolts M6 and above have a code stamped on the head identifying the product for traceability.

I think the message here is to NOT use the bolts supplied with the engine unless the source of the bolts is identifiable and suitable for the application.

Class 12.9 is the standard of bolt that should be used and is supported by the comments in the Flying Giants forum.

- Material: ASTM A574M, DIN912-alloy steel
- Hardness: Rc 38-43
- Property Class: 12.9
- Tensile Stress 1300 MPa thru M16 & 1250 MPa over M16.
- Yield Stress 1170 MPa thru M16 & 1125 MPa over M16.
- Thread Class: 4g 6g

The thought of propellers coming off is rather horrifying!!!

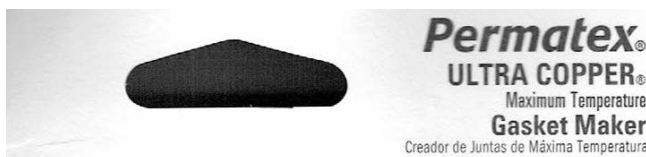
Locally GB Fasteners 1822 Sturt St Alfredton or Ballarat Bolts & Fasteners 1129 Latrobe Street would stock suitable class 12.9 propeller bolts for most engines.

High temperature sealant – Permatex

I found this product worked really well on four stroke muffler threads and as a replacement for the high temperature O-rings on my OS155 Alpha muffler. It is a copper/orange colour and looks the same as the O-rings which it is replacing. The sealant also prevents the muffler nozzle from rotating (which it did). The M3 bolt through the muffler body sandwiching the components together with two O-ring seals relying on a friction grip will not prevent the nozzle rotating. You can only tighten a 3mm bolt so much and even with extra locknuts it still moved which ultimately destroyed the O-rings. A bead of this high temperature sealant in place of the O-rings seems to have worked extremely well.

The instructions say not suitable for gasoline so that rules it out for petrol motors.

It was \$18.50 at Supercheap Auto, about twice the price of the same size tube of ordinary clear silicone.



Ultra Copper Gasket Maker maintains seal integrity in the highest temperature applications (-65°F - 700°F intermittent, (-54°C - 371°C)).

DIRECTIONS:

1. For best results, surfaces should be clean and dry.
2. Cut nozzle and apply a continuous 1/16" to 1/4" (2 to 6mm) bead of silicone to one surface, surrounding all bolt holes. Assemble parts immediately while silicone is still wet. Finger tighten until material begins to squeeze out around flange.
3. Let dry for one hour then tighten to torque specifications.
4. Allow 24 hours to fully cure before filling with fluids or returning to service.
5. Replace cap after use.

NOTE: Not recommended for use on head gaskets or parts in contact with gasoline.



Events

VMAA Scale State Championships at Albury

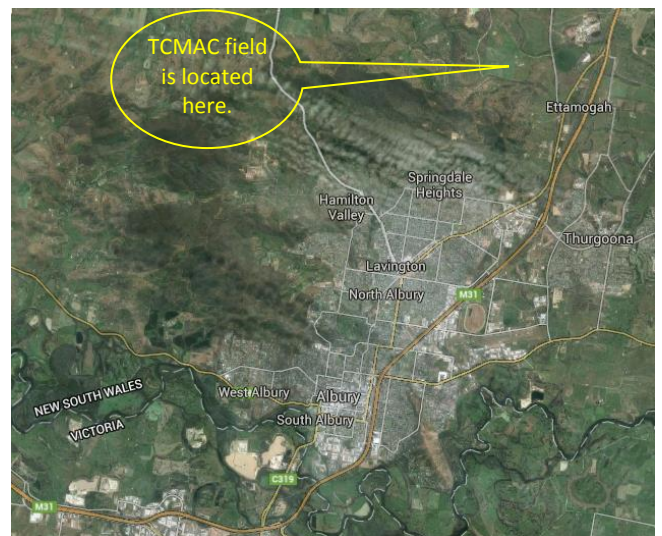
The VMAA scale state championships run by the VFSAA were hosted by the Twin Cities Model Aero Club at Albury over the weekend of August 15th/16th.

We were extremely lucky with the weather, being blessed with two perfect flying days. The locals said the previous weeks had been lousy weather with this being the best they had had for a long time. I think we can all attest to that, as it has been an exceptionally cold winter.

Most of us arrived Friday afternoon and some made their way out to the TCMAC flying field for a bit of practice and to take advantage of the good flying conditions.

Saturday morning arrived and after the continental breakfast at the Australia Park Motel we headed out to the field which is about 13 km by road NNE of the Albury CBD and about 10 km the way the crow flies. Aren't the locals spoilt!!!

It's a credit to the TCMAC members who have done an incredible job to purchase land (approx. 80acres) so close in to town and set up field facilities that must be amongst the best in Australia. They have also had immeasurable help from the Albury City Council in the form of road construction (bitumen track into the field) and monetary grants for field development. Of course you do have to present a sound business case to get council grants which includes things like bringing tourist dollars to town.



TCMAC field is located on approx. 80 acres of land, 13 km by road NNE of the Albury CBD.



The main runway is predominantly E/W and 130m of it is concrete 10m wide with grass sections at either end. You can also take-off & land on the grassed runway on the other side (south side) which many did.

Once at the field it was a matter of assembling the models and registering with the contest director. Noel Findlay had his DH Fox Moth, Max Rowan his giant Super Cub and I (Roger), my WACO YMF-5. Wayne was my driver, helper and photographer for the weekend which I must admit was nice to sit back and be driven. Graeme & Dianne Allen

arrived around midday on Saturday. Graeme had the intention of flying his Wilga but was unable to get the DLE35 sorted out during the week after finding problems with it at our field the weekend before.



There was some fog hanging around in the morning for a while so that indicated we were in for a day with little or no wind. Not that they get much wind in Albury.

Max was one of the first to get his model assembled and took the Super Cub down to the flight line for a practice flight. I heard the engine start while getting my WACO ready then looked up as I heard it rev up for take-off heading east along the runway. There were two shade tents erected along the north side of the runways for the judges and as I looked up I could see the Super Cub veering off the runway heading toward the shade tent visually inline between the strip and the pit area. I thought "Max you are going to hit that" while thinking he would cut the throttle and abort. But that was not the case and the starboard outer wing section hit one of the steel poles about 5 or 6 feet up swinging the Cub around and into the ground. My heart sank and I really felt disappointment for Max. He just got caught out on the concrete runway. It swung on him and he thought power would pull it through but unfortunately there wasn't enough room.



Damage to the starboard wing tip & upper wing mounting, bent wing tubes and presumably engine mount structure was the result of the impact with one of the shade tents. I'm sure Max will have it back in the air in the not too distant future.

I started my WACO and had a practice flight also taking off on the concrete. It is a lot harder to track straight with tail draggers so I decided as did many others to use the grass – a competition wasn't the best time to practice on a sealed surface.

The competition was run a little differently than usual to help get more flights in. One was the two flight lines for flying only category and the other thing tried was no

specific flight order. After dividing the entrants into two groups when you were ready you took your score sheet to your first assigned set of judges and after the flight took the sheet to the other set. So those who were ready quickly got their flights in straight away. From my perspective it worked okay but I'm not sure what the overall opinion was.



David Laws invincible Pitts S2-A doing a knife edge pass with smoker on. Came 1st in F4C. From memory a DA120 is up front.



Noel Findlay's Fox Moth on take-off early on Saturday morning. There was still a bit of fog hanging around.



The Fox Moth on a low pass. Came 2nd in F4C.

Two rounds of flying only were completed uneventfully followed by two rounds of F4C. Both David Law (Pitts S2-A) and Noel Findlay (Fox Moth) flew two excellent rounds but Noel's second flight was much better owing to a minor mishap on take-off which caused the Fox Moth to nose up as the wheels sank into the soggy grass ending the take-off run. He quickly restarted and might have used the

concrete runway to get in the air but of course take-off points are zero.



David Law starting the CT4 for Noel Whitehead and assisted by Noel Findlay.



The CT4 in action on its first flight. Looks great in the air.



Just as the CT4 turned onto the runway for take-off for the 2nd flight the nose and port main wheel hubs collapsed.

Noel Whitehead flew the CT4 quite well but unfortunately couldn't prevent a bounce on landing, something that I don't think anything further was thought about. On his next flight as the CT4 taxied out and was turning onto the concrete runway the nose wheel hub collapsed and on a closer look so had the port main wheel hub. A bit of background info is required here. Noel has had difficulty keeping the CT4 within the 15kg weight limit required for international competition and used very light weight plastic hubs as part of the array of measures to achieve the weight goal. It was simply just a matter of hubs not strong enough for a 15 kg model particularly when combined with the extra forces that a solid runway imparts on the undercarriage. That was the end of Noel's campaign.

In fact Noel W. did not have a good weekend at all – for some reason he could not get the OS120FS engine to run in his RV4 which he campaigns with frequent success in the flying only category. Back to the CT4, he was very lucky the

wheels broke before it got in the air otherwise a failure on landing could have been disastrous.

Gary Sunderland regrettably crashed his Pfalz during round two of F4C. I saw it impact with terra firma but not the preceding flight sequence. Witnesses said the Pfalz was at the top of a loop and appeared to stall and lose control pancaking very heavily resulting in severe wing damage – the fuselage appeared to be in one piece. Gary was adamant that the batteries in the Hitec Aurora 9X caused the mishap. The transmitter was showing only 30+% battery capacity after the few flights that he had flown. My Aurora 9X holds much better charge than that and continued discussion between Gary and Wayne on Sunday revealed that he was monitoring the battery percentage during charge and terminated as soon as 100% showed rather than giving it an overnight charge with the supplied wall charger. There's something for tips & tricks!!!



Gary Sunderland's Pfalz. Unfortunately crashed performing a loop. Either due to a stall or insufficiently charged transmitter batteries which may have caused the stall due to loss of control. Despite the crash Gary came 3rd in F4C.

After the two rounds of F4C we managed to get in two more rounds of flying only on the Saturday with the exception of three flights which would take place on Sunday morning.

Many of us left our models at the field in the club house on Saturday night which alleviates the need to disassemble and reassemble the next day. We got back to the motel and had a few quiet drinks before walking up to the Commercial Club for tea.



Roger Carrigg's Great Planes WACO YMF-5 powered by an OS155Alpha four stroke. I've had bounce problems on landing ever since its first flight but after replacing the foam wheels with Dubro 3.75" pump up wheels the tendency to bounce has been mitigated significantly. I had the same problem with the Super Stearman and found the better wheels make a remarkable difference.



WACO YMF-5 on take-off. Came 1st in Flying Only.

Sunday morning arrived once again to perfect conditions. From memory two rounds of F4C were flown then we finished off round 4 of flying only, then completed one more round of flying only using one flight line. (If using two flight lines there must be an even number of rounds so all entrants have the same number of flights with each set of judges.)



Tony Grieger starting his Gee Bee with the Robbins monoplane (Albury Flyer) to the right and Spacewalker & L4 Grasshopper in the foreground.



Roly Gaumann's P51 Mustang on take-off. Electric powered with retracts and all. Tracked quite well on the concrete. Came 2nd in Flying Only.



Greg Lepp on take-off with his Hangar 9 Super Cub powered by the new OS GF30 petrol spark ignition four



stroke engine assisted by Joe Finocchiaro. Unfortunately Greg is still having difficulty keeping it running – we believe there is an installation problem.



Super Chipmunk flew nicely and tracked extremely well on the concrete runway. Came a close 3rd in Flying Only.



Ken Osborne's Robbins Monoplane (aka the Albury Flyer). Powered by an OS60FS engine.



This Blimp came over the Albury field around 3:30PM on Saturday. I saw it in Ballarat on Tuesday & Wednesday. In fact it was almost over my house Wednesday around 6:30PM.

As far as I can recollect there were no other incidents to report. The flying was wound up by soon after midday which was immediately followed by the presentations. This enabled us to hit the road by a little after 1PM and get home just on dusk.

In wrapping up we must thank the Twin Cities Model Aero Club (TCMAC) for hosting the event and running the canteen. Their egg & bacon rolls were delicious and I think very popular.

Looking forward to next year's event at Albury.

The results are included at the end of the newsletter.



Coming Events

August 30th Scanner Racing – Ararat



PRESENTS

ARARAT RACE OF CHAMPIONS SCANNER RACING

Sunday 30 August, 2015

**STOCK SCANNERS RUNNING
THE OS46AX ENGINE ONLY**

10AM START

MAXIMUM 20 PILOTS

\$10 ENTRY FEE

CAMPING ONSITE

FIELD LOCATION
228 WARRAK RD, ARARAT, VICTORIA

www.ararataeromodellersclub.webs.com



The Ararat & Districts Aeromodellers Club has great pleasure in inviting RC Scanner pilots to the Ararat Race of Champions.

This event will see 20 of the best Scanner racing pilots compete against each other for the title of "Scanner King of Ararat".

Our field is one of the best in the state with ample space for all and great viewing of the racing.

We look forward to seeing you at this fun event.

Event details

When
30 August, 2015

Where
Ararat & District Aeromodellers Club
228 Warrak Rd
Ararat
Victoria, 3377

Time
Flying from 8.30am. Racing starts at 10am.

Pilot registration
All pilots wishing to attend this event and fly must register for this event.

Entry fee is \$10 per pilot.

Pilot requirements
All pilots must be MAAA members in order to meet the requirements of the host club.

Flying rules
MAAA guidelines are being adopted for this event. Emphasis will be placed on all planes being flown at a minimum of 9 meters away from the pilot in command.

Plane requirements
Plane: Phoenix Scanner
Motor: Standard OS46AX
Prop: 10-11 inch only. No glass or carbon props allowed.
Fuel: Competitors to supply with no more than 10% nitro mix.

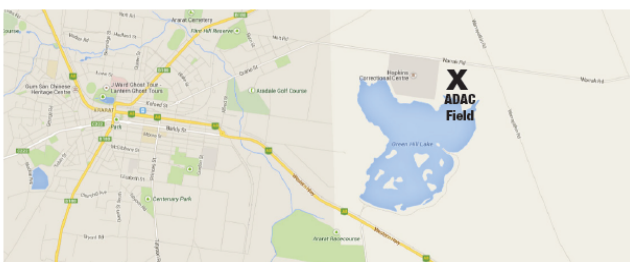
Charging batteries
If you need to charge flight batteries then it is best to sort yourself out with either a car battery or generator. Power at the field is very limited.

Accommodation
Camping at the field will be available. Toilets are available onsite.

Food and drink
The host club will be providing a BBQ lunch.

Enquiries
If you have any questions regarding this event you can email glider35@bigpond.com or phone (03) 5352 2805.

HOW TO FIND TO THE FIELD



August 30th Daffodil Day – Greensborough



Daffodil Day at GMAC

Sunday 30th August 2015 9am to 4pm

An invitation to all clubs, from the Greensborough Model Aircraft Club

**This is a Fly-In to raise funds for Cancer research.
It is open to all MAAA members.**

We invite you to join us and fly a YELLOW aircraft.

Or any aircraft with YELLOW on it.

If it doesn't have YELLOW on it, we can supply a YELLOW sticker or a Daffodil Day badge for \$5.00 with ALL of the proceeds going to the Daffodil Day Cancer Council funds.

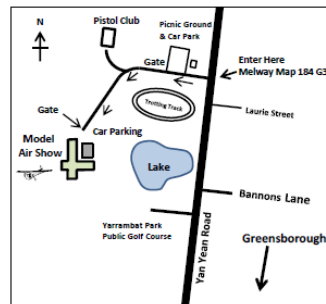
**We request a donation (Optional)
of \$5.00 from all pilots on the day.
No charge for spectators.**



A BBQ lunch and drinks will be available on the day.

**Donations on the day are for the
Daffodil Day Cancer Council.**

Please spread the word, and join us for a fly, or just come along for a look and to support this very worthwhile cause.



For further information please contact Graeme Anderson
Secretary of the Greensborough Model Aircraft Club.
Ph. 9408-8153 Mob. 0425-785-366 email
secretary@gmac.org.au
Or visit our web site at <http://www.gmac.org.au/>

Team Selections

The following team selection trials are due to take place at the locations and dates indicated.

Team selection trials for the 2016 World Championships for Scale Model Aircraft are to be held on the following dates and locations.

F4C – 18th October 2015 at the NFG/State field, Victoria.
Contact Noel Whitehead noelw26@gmail.com.
Closing date for applications is 1st October 2015.

F4H – 12th/13th December 2015, NSW State flying field in Cootamundra.
Contact Anthony Ogle anthony.ogle@hotmail.com.
Closing date for applications is Friday 13th November 2015.

As is normal practice with scale trials, a \$200 nonrefundable entry fee is to be paid with the application.


Team Trial for the 2016 F5B World Championships

Format: Single Trial

Location: Delatite Road, Mansfield, Victoria.

Date: 30th/31st January 2016.

Entry fee: \$15.00 entry fee per competitor. Nil deposit required. Contact Keith Flatt keith.flatt@hotmail.com



MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA

AUSTRALIAN MODEL FLYING DAY

Be part of the Australian Model Flying Day
24 – 25 October

- Register your club's participation with the MAAA Secretary secretary@maaa.asn.au
- Let the MAAA Secretary know how many members you think will attend
- Receive 2015 MAAA Australian Model Flying Day badges
- Plan one day during the weekend of 24 - 25 October and organise a club flying event or even just a fundraising BBQ
- Give a commemorative badge to each member who donates \$5.00 towards the day for the Royal Flying Doctor Service

The event does not need to be a flying display (unless your club wishes to do so) therefore no approvals are required. It would be great however, to see members of the public encouraged to come along and take part in our sport!


Come on, join in, and show that aeromodelling as a sport can give something back to the community, especially such a worthy cause.

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Club Name:
Contact Name:
Postal Address:
Number of Commemorative badges required:

Ready for take-off? Have a fun, safe flight, with the MAAA. The leading national aeromodelling organisation.

MAAA | 16 Hillidge Road, Victoria Point QLD 4165 | Ph (07) 3207 9067 | www.maaa.asn.au



Event Calendar

- August 15th/16th VMAA State Scale Champs – Albury
- August 22nd/23rd Large Scale Racing – Bendigo
- August 30th Ararat Scanner Racing – ADAC
- August 30th Daffodil Day GMAC – Greensborough
- September 6th Father's Day
- Sept 11th-13th Mammoth Scale Fly-In – Shepparton
- September 19th Ararat IMAC – ADAC
- September 20th VFSAA VicScale – Yarra Valley
- October 4th VFSAA VicScale – Greensborough
- October 10-11th VMAA Trophy – Darraweit Guim.
- October 17-18th Round 2 of the RCM News F1 Air Race Championship NAAS Club Field, Canberra.
- Oct 23rd-25th Float Fly-In Lake Hume – Albury
- Oct 31st/Nov 1st Mosskosh Annual Fun Fly – Ararat
- November 15th Sport Scale Event – P&DARCS
- Nov 28th/29th Annual Fly-In and Swap Meet – Hamilton (Assumed)
- December 6th VFSAA Xmas breakup – Darraweit Guim
- Mar 5th/6th 2016 Warrnambool Annual Fun Fly – WMAC

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



Results of VMAA Scale Championships held at the TCMAC field Albury – 15th/16th August

F4C

Competitor	Aircraft	Rnd1	Rnd2	Rnd3	Rnd4	Static	Average Best two + Static
David Law	Pitts S2-A	2504.25	2500.5	2735.25	2620.5	2880.3	5558
Noel Findlay	Fox Moth	2194.5	2427.75	2602.5	2664.75	2385	5018
Gary Sunderland	Pfalz	2145	1480.5	0	0	2283	4095
Rob Dickson	Zero	1605	1773.75	0	0	2122.5	3811
Noel Whitehead	CT4	1980.75	0	0	0	2672.5	3662

Flying Only

Competitor	Aircraft	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Average Best two RNDs
Roger Carrigg	WACO YMF-5	1917	2133	1941.75	2203.5	2366.25	2284
Roly Gaumann	Mustang	1080.75	2043	1993.5	1977.75	2291.25	2167
Rob Sargent	Super Chipmunk	1756.5	1871.25	2064	1945.5	2246.25	2155
Tony Grieger	Gee Bee	2007	2012.25	1362.15	1676.25	2154.75	2083
Joe Finocchiaro	Clipped wing Cub	1902.75	2027.25	2018.25	1772.25	1917	2022
David White	Spacewalker	1780.5	1971	1689.75	1956.75	1856.25	1963
Tim De Haan	L4 Grasshopper	1683	1417.5	1908	1580.25	1799.25	1853
Greg Lepp	Super Cub	2121.75	1432.5	0	0	0	1777
Ken Osborne	Robbins monoplane	1047	1382.25	1708.5	1501.5	1781.25	1744
Gary Sunderland	Nakajima	1314	1363.5	1699.5	0	0	1531
Rob Dickson	P51 Mustang	1094.25	0	1208.25	1579.5	0	1393

Note: You can't compare the scores on a per round basis because there were two sets of judges involved and it is unknown what judges each entrant was scored by.