

Ballarat Radio Model Flying Club Inc.

Web site: www.brmfc.org.au Inc. No. A0001288M

NEWSLETTER - July, 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)

Glenn White (0412 641 188) Field Maintenance: Murri Anstis (0413 353 739)

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Note the meeting location.

The **Annual General Meeting** of BRMFC is to be held at <u>Gekko Systems</u>, <u>323 Learmonth Rd</u> on Wednesday July 22nd commencing at <u>7.30PM</u>. Directions: From the Ring Road roundabout head towards the airport and take the first service road entrance. Use the middle gate marked "MUSTER POINT 1" which leads directly to the lunch hut. <u>Don't forget to bring a plate for supper</u>.

Agenda Items for the next meeting

- 1. Field surveillance
- 2. Field Maintenance
- 3. Asset Register
- 4. Building & Maintenance

Annual General Meeting

As already noted above, the AGM is to be held on Wednesday 22nd July at Gekko Systems prior to the ordinary meeting. This is where the current committee, present their reports and the committee for 2015/2016 will be elected.

Please do your best to make it to the meeting. It is always encouraging to see a good roll up at the AGM.

The next committee is to be decided at the AGM. Remember the club doesn't just run itself it takes the members to do so. Don't be afraid to put your hand up for one of the positions up for election.

This year all positions are up for re-election. The six committee of management positions to be voted on are:

- President
- Vice President
- Secretary
- Treasurer
- Ordinary Member 1
- Ordinary Member 2

The Club Officers (the workers) to be elected are:

Safety Officers (x2)

- 5. Burrumbeet
- 6. Air space sharing procedures with DFP
- 7. Xmas in July
 - Publicity Officer
 - Editor & sub-editor
- Field Maintenance

Presidents Report - Graeme Allen

Hello Fellow Club members

Well, it's that time of the year again and we are about to go through our AGM and elect a new committee so good luck to those who have nominated for positions.

It is also time to have a quick reflection on how we have settled in to our new field and the changes we have faced in getting the site to the level of operation that we want.

Since moving to the field (4th Oct 2014), there has been a tremendous amount of work done by a lot of people and it's time to recognise them for their effort.

Apart from generally thanking everyone for their efforts, a special mention must go to both Max Rowan and Murri Anstis for the extra effort they have put in, both these guys are hard to stop when it comes to doing things, so well done guys for your effort.

Most recently, we have also had some challenges with getting a permit to erect our shed which Max and Jeff Dowsley have been working through and we think we are

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just about there with the help of Martin Tuddenham, more to come on that.

The other challenge we have had in recent times is the Pyrenees Shire suggesting that we might be restricted to flying at certain times of a Sundays only.

We have addressed the issue by going and speaking to the shire and then resubmitting our planning permit with a bit more information on it than we first thought we required when we lodged the original application, we are expecting some feedback from the shire within the next 14 days and our expectation is that we will not have any issues, we will however keep everyone up to date.

For those of you who are not aware, our secretary Jeff Dowsley has been a little off colour lately so we wish Jeff all the very best and a speedy recovery.

Once again, thanks to all for your efforts over the last 12 months, happy flying and I will see you at the AGM.

Regards, Graeme Allen.

Treasurer's Report - Nick Katsikaros

July 21, 2015

This year has been dominated by the move to Trawalla and establishing the new flying field. Financially this has meant increased expenses and reduced fundraising, resulting in a reduction of total cash assets of 7.3%. Despite this BRMFC remains in a sound financial position.

Fundraising was restricted to a sausage sizzle, a one off donation and bank interest. With no display day and no competitions there was little opportunity for further fundraising. Canteen and drink sales resulted in losses rather than the usual small profits due to the lack of competitions. Fuel sales show a loss this year however we believe this is likely to be due to an increase in inventory.

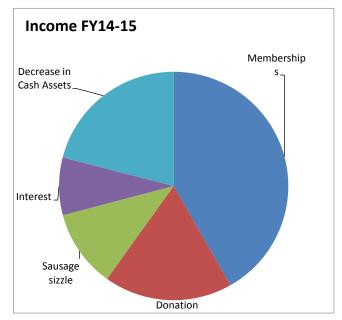
This year Field relocation costs accounted for 48% and Field Maintenance for 15% of all expenses. This is as expected due to the need to establish new facilities. However the club facilities are becoming excellent and continuing to improve.

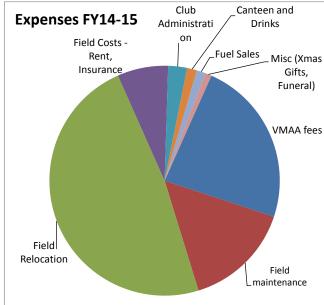
On the back of these factors this year was the first time for many years that membership fees fell well short of covering the normal day to day running costs of the club, resulting in a significant drop in the club's cash assets. I particularly wish to recognise and thank the former member who anonymously made a very significant donation covering 38% of the club's relocation costs.

This coming year we should be able to restart our normal fundraising efforts with the annual display day, raffle and competition flying.

Looking forward we remain in good shape to further improve our facilities and to take advantage of any opportunities to find a secure permanent location at Dynamic Flight or elsewhere.

Break down of Income and Expenses





Editor's Report - Roger Carrigg

The purpose of the newsletter is to help keep the members informed of what is going on and provide a forum for members to publish their modelling experiences for the benefit of all aero modellers. It also chronicles the major events of the club for posterity and is posted on the club web site where it is available to the world.

Our newsletter is sent out monthly, timed to come out a few days before the general meeting — normally the Sunday before so those receiving a printed copy might receive it without the cost of postage. That equates to twelve editions per year which poses a challenge to try and make it an interesting read.

There is always something going on at the field to write about which in particular, fills the Tips & Tricks column. Sometimes there might be something talked about that is embarrassing, but whatever is discussed is to prevent others having similar incident/accidents from the same thing. From my observations, most crashes by accomplished pilots are due to some form of mechanical, structural or radio installation failure. Without sugar coating it, poor preparation of the model before flight.

Most members now get the newsletter by email with only a handful being posted. One of the great features of email and the internet is the ability to send the newsletter to non-club members without incurring any cost to the club. This is all in the interest of keeping the modelling fraternity abreast of what is going on in our club.

With Glenn's assistance we have now been doing the newsletter since June 1999, 16 years and 190 editions.

Webmaster's Report - Roger Carrigg

The club web site <u>brmfc.org.au</u> has been updated 7 times in the last twelve months with content changes. Fortunately it does not require updating each time a new newsletter is posted because it finds them automatically.

Over the past twelve months we had 32,929 web site visitors, last year it was 28,161, an increase of 4768 or 16.9%.

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

Management Committee Report.

a) No report.

II) Events

a) Indoor Flying at Haddon Hall – 1st & 3rd Wednesday of each month. About a dozen entries last Wednesday night (17th June).

b) IMAC at Barossa

Mat Werner attended over last meeting w/e.

c) IMAC at PARKES

Mat Werner attended over Queen's Birthday weekend. Came 3rd in freestyle.

- III) Ballarat Aeromodellers (Haddon club) is losing their field – We understand they have to vacate by end of August. They are considering their options regarding alternate fields.
- IV) Mat Werner reported that last Saturday a hang glider launched under his flight path even after previous consultation with the hang glider pilots to make contact before launching. It was agreed this must be taken up with Rohan Holtkamp so he can make sure all who use the field understand what is expected of them.

2. General Business

Food Handling Certificates

The club needs to have two members undertake the Food Handling course.

Max Rowan has investigated and found an on-line course for \$40 at

(https://www.besttraining.com.au/index.html). Fred Eggleston has done the certificate, Glenn White & Jeff Dowsley are to do so.

II) Trawalla Dynamic Flight Park Lease

The lease agreement has been signed off by DFP.

III) Trawalla Safety Rules

The updated safety rules V0.7 are displayed in the cabinet at the field.

IV) Field Maintenance

- a) President Graeme Allen is to discuss the planning permit with the Pyrenees Shire ASAP. They have stamped the paper work for the shed. However they are trying to impose Sunday only flying (which seems quite odd).
- b) Martin Tuddenham is to submit the building permit for the shed. Being a Master Builder he is less likely to have it questioned.
- c) Max plans to schedule a working bee for Saturday July 11th to do the following:
 - (1) Roof signage.
 - (2) Fence return for rubbish bins.
 - (3) Servery ramp (Murri is working on this now).
 - (4) Pave area in front kitchen.
- d) Need to remark the runways for better definition.
 - (1) Murri wants six plough discs to mark the corners of the runways so they are both visible to pilots and also when mowing the strips so there is something to sight on
 - (2) Runways are coming up pretty good. Murri is scraping the field regularly with the wire mesh which is taking off the localized high spots and filling the small depressions.

V) Burrumbeet

- a) Max checked the sign-in book and it has been used about 6 times in the last month.
- b) The racecourse ripped up the matting and took down the sign. They said it was upsetting the horses.

VI) Club Trainer

- a) There was some discussion on reviving the club trainer service.
- b) If newcomers wish to have a go they need to commit to a time.

3. Agenda Items for next meeting

- I) Field surveillance
- II) Field Maintenance
- III) Asset Register
- IV) Building & Maintenance
- V) Burrumbeet
- VI) Air space sharing procedures with DFP

Meeting location

The next meeting which includes the AGM will be held at the <u>Gekko Systems</u>, 323 <u>Learmonth Rd</u>, on 22nd July 2015, commencing at 7:30PM.

Meeting Closed 9:00PM

Minutes were taken by Roger Carrigg standing in for the Secretary Jeff Dowsley while away.







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







Trawalla Field News

We've been busy over the last month getting the canteen cooking and servery operating again. Murri has been working tirelessly constructing the ramp using an extremely durable compressed board kindly donated by Laminex Australia. We had a similar ramp system back at Spreadeagle Road but this time it is much wider and longer with a 90 degree return.



Murri cutting the Laminex high density compressed board for the servery ramp. The material is extremely tough and makes a saw work really hard. Ideally a diamond tipped blade is should be used.



The ramp has since been fitted alongside the kitchen wall with the flat section in front of the servery window.

Also to assist with cooking, an annex to house the BBQ has been constructed on the west side of the kitchen over one window. That enables what's cooked to be passed through the window into the kitchen for serving.

Knowing that we had the scale event coming up on Sunday July 19th it was a priority job to get the BBQ facilities working again and it all seemed to come together well.

Saturday the 11th July was the day much of the structural work was done, in particular the BBQ annex and also the rubbish bin enclosure. Unfortunately it was raining on & off most of the day which made it quite uncomfortable – talk about a wet arse literally.



By days end we had the structure in place. On Monday Max & I (Roger) went out and finished it off with flashing and spouting. The following Saturday the 18th a couple of vents were fitted to the roof, it was also cleaned and painted making it look quite respectable. Just needs a louvre window to finish it off.



Mat Werner and Nick Katsikaros were the lead crew on the rubbish bin enclosure. A council aesthetics requirement.

ust on a different note we must thank June Waterhouse for the delicious soup Graham has been bringing out to the field on Sundays for lunch. Very much appreciated, particularly during the winter months when something warm to eat really hits the spot.

Doug also brings out homemade cookies on a Sunday as he has been doing for a long time now. Many thanks to Cath

for the dedication – I think we all secretly look forward to the Sunday surprize.







New Models seen at field

Young Cato Werner is fast following in the footsteps of his father Mat. At six years of age it is believed he is one of the youngest accomplished pilots of R/C planes in the country and no doubt the world. He is putting lots of us oldies to shame!!!



Cato Werner with his Hobby King BIX3 foam electric model. Photos taken on Sunday 28th June.





Cato has the BIX3 in full control while doing a low pass over the field for the camera. Looks like either Peter Evans' or Nick Katsikaros' flying wing snuck into the photo in the upper left.







Photo from Yesteryear



At Swan Hill, Murray Anstis from Ballarat. Twin auto gyro is powered by a Leo 28, and is an excellent performer, although down elevator stops the rotors. Pic from Norm Bell.

See it's not just a rumour, Murri did have a good head of hair once. This photo appeared in the July – August 1993 edition of Airborne magazine (No 118). It also highlights Murri's long standing interest in Autogyros.







Tips & Tricks

The Need For Gun Control – me and my Rifle.

By Nick Katsikaros.



I've been flying my Rifle for nearly four years now and like most pilots with this plane I have had the odd mishap on launch and occasional cartwheel on landing, as well as many enjoyable flights at

breakneck speed. Sunday 28th June was my first attempt at free flight.

After a launch to the south in about a 10kph breeze it was pulling away nicely to circuit height. At about 50ft high I'd pulled throttle back to half and nearly finished turning to the downwind leg when the prop stopped. "No problem," I thought. "I'll just go out a little further then come around to land". No response; no aileron, no elevator, no nothing. "Heads up!!" I called – but no one heard.

It continued in a shallow left bank dropping slowly and levelling out as it weathercocked back into the breeze, and headed straight back at me. I stepped aside as it glided head high past the flight line at a good pace, wings level. It continued on for about 50ft and arrived flat into tussocky grass, bouncing up and flipping.

Apart from being a little hot and failing to flare it was quite a respectable landing; it had managed to miss the clubhouse, the other pilots on the flight line and had landed short of the road. Of course no one else had seen this happen.

Damage? One broken prop and some cracks at the tail plane root. Just a few minutes and some drops of glue would see it right.

But there was absolutely no response from the controls. Why did it go off line? On close examination one ESC cable had fatigued and broken under the insulation, next to the battery plug, at the end of the solder joint. When I pushed the wire and plug together the ESC sang its normal happy little tune and the controls came back to life. Fatigue at the end of the solder joint is a known weakness with soldered wires; repeated flexing, plugging and unplugging over the years had cracked and broken the wire. With the benefit of hindsight I now believe a momentary glitch on the previous flight was related to this problem. This is something all electric pilots should be checking on their planes, especially the long serving ones.

It also shows, contrary to popular opinion, that the Rifle is a very stable flyer and when trimmed correctly it will happily fly "hands off." ©

Altogether, this was a remarkable escape and I can now happily recommend the Rifle as a free flight model.

Glow Motor Warning.

I recently had a scare when starting my 120 size 2 stroke glow engine in my Edge.

It was the first start of the day so I cranked it over with the starter to prime it then powered up the glow and cranked it over to start it. It didn't start and seemed to be still unprimed and dry. So I disconnected the glow power, put my finger over the exhaust and cranked it over again with the starter. After about three seconds cranking it suddenly burst into power. If the model hadn't been restrained it would have moved forward into me and done some serious damage; the hand not holding the starter was over the exhaust pipe and not holding back the model.

I had also had the experience with a similar engine where it started with a gentle bounce against compression with no glow attached, but in that case the engine was still hot.

Matt has similar stories about spark motors with the ignition off, so don't get smug just because you don't have a glow motor. And of course electric motors should always be treated as live until the battery is disconnected.

The moral of the story is that all those cautionary tales about ALWAYS treating a propeller as live and dangerous and ALWAYS restraining your model are absolutely true and are repeated and spread about for good reason.

Broken Crankshaft

Well that is something you don't see very often thank god, particularly when it happens to a 170cc twin cylinder petrol engine.

It was late Sunday afternoon on the 28th June while Mat Werner was flying his 3m Extra 260 powered by a DLE170



twin cylinder petrol engine. I had my back to the flight line when Mat sang out "somethings come off the front of the plane" or words to that effect. Sensing that

the engine or some part had torn out the front as it became tail heavy and lost power his first concern was getting it down safely. There wasn't much wind but it was from the south that day as we were doing left hand circuits (Mat doesn't do circuits!!!) As he brought it down it was obvious the propeller was missing and without the drag from the prop it continued on and landed safely in the far south east corner some 200m from the flight line.



The crankshaft broke and pulled away cleanly from the engine and airframe without causing any further damage.

The Extra was retrieved and on examination showed no damage from the event. They walked out to the east side of the north/south runway and found the 32" three bladed carbon fibre prop and spinner lying on the ground also undamaged. It must have helicoptered down and landed flat otherwise a blade or blades would have fractured.



Close up shot showing the fractured crankshaft of the DLE170. The texture along the break suggests the crack has been growing for some time. Highlights the stress created swinging a 32" diameter propeller particularly when the aircraft is doing high G manoeuvres.

On inspection it showed the crankshaft had failed behind the front bearing allowing the whole propeller assembly to jettison itself from the aircraft. Closer inspection reveals that it had been cracking for some time and just let go on this particular occasion. Looks like it started immediately behind the front bearing. I assume the bearing pulls up on a shoulder machined on the shaft. Maybe there is no radius or insufficient anyway causing a stress razor at that point.

Mat throws the Extra around generating enormous G forces and combined with the gyroscopic effect of the propeller the crankshaft is under enormous stress.

Something for all who operate these kind of models in a similar fashion to Mat to be aware of and make regular inspection of the crankshaft which would require disassembly. The Extra and the engine have done hundreds of flights so it has come about by extremely demanding operation.

If it had to break it was fortunate that it happened in the air well away from the flight line and not in the pits while being started and run up.

Footnote: The Extra was back in the air the following weekend with a DA170 while the DLE170 is awaiting a new crankshaft.



Events

July 19th VFSAA VicScale – BRMFC Trawalla

The club hosted a round of Vicscale at Trawalla on Sunday 19th July. This was the inaugural event held at the new field so we were all interested to see how it would transpire. Knowing that the shed would not be up in time we erected a shade tent to provide a bit of extra shelter.

The weather during the week leading up to the event had been quite brutal but fortunately the forecast was for fine conditions on Sunday and we were not let down albeit an extremely cold morning. When I pulled into the carpark around 8:15AM the ambient temperature on the dash showed -4°C. I think that is the coldest I've ever seen it show.



The field is looking pretty good now considering we have only been there for 10 months.



A line up of some of the models present.

From memory Mat & Murri were already there and it wasn't long before a steady stream of modellers began to arrive. Some had difficulty navigating the changed Church Road entry conditions and we believe Gary Sunderland from Bacchus Marsh was seen on the freeway heading back home obviously unable to find the field.



As you can see we had clear skies although still rather chilly but flying conditions were generally pretty good for winter.

Once everyone had arrived and entered we had thirteen in *Flying Only* and five in *Large Scale Flying Only*. Unfortunately there were no *Scale* entrants this time which was a shame but nevertheless it turned out a good competition.

I had the dubious honour of being first up with my WACO YMF-5 after getting in a practice flight beforehand. Due to the sun in the early morning we were flying of the N/E runway for the first round then switched over to the N/S runway for the remaining rounds. My first round wasn't my best performance that's for sure. For some reason on landing and after a successful touch & go I came in on a bad line and bounced the WACO (which it is prone to do) then on the second bounce it came down on the nose damaging the bottom of the cowl dislodging the dummy engine. Had it not been a comp I would've done a go around before touch down (I should've called an overshoot and got 7!!!) but you get committed to landing seeking the score. After checking it over all that was wrong was the loose dummy engine so the cowl was removed and temporary repairs made so I could participate in the next round. No good putting your tail between your legs and giving up!!! And there wasn't even a breath of wind to blame - I guess a senior moment.

The only other mishap I remember seeing was Bill Wheeler crashing the foam electric Britten Norman Islander. I'm not sure what happened – being light maybe a wind gust got it.

Chatting to the visitors it was obvious they were impressed with our new field – probably better than many anticipated and in future will no doubt encourage *Scale* entrants as well.



Tony Grieger's Gee Bee on take-off during large scale.

It was good to see a large contingent of BRMFC members supporting the event. In all six members entered, making up around ½ of the numbers. John Coughlan flew in *Flying Only* which was his first foray into competitive flying. Whilst the scale manoeuvres aren't that complicated, having your peers sitting behind you, watching and judging your performance adds another dimension to flying — one which some people can't cope with. John did quite well and was presented with the VFSAA encouragement award.



Members and visitors congregating around the kitchen area. Some taking advantage of the outside wood heater. It's amazing the difference it makes even out in the open.

Max also did quite well and put in a very creditable second round to snare 2nd place in large scale. Mat of course flew extremely well but his passion for complex manoeuvres meant he didn't abide by the rules and was downgraded on some.

Unfortunately we still only managed two rounds. Probably we could have run two flight lines for *Flying Only*. This time of year it gets dark early of course and the visitors all have at least a two hour drive home so it's not possible to get three consecutive rounds in with around eighteen entrants.



Rob Dickson taxiing his P51 back to the pits after landing.



Rob Dickson's P51 and Ian Lamont's Sea Fury. Ian had a problem with the Sea Fury and did not fly.

I'll put in an apology for Glenn White who is a regular BRMFC entrant at VFSAA events. Glenn and Judy are away on holiday up north. I spoke to Glenn on Monday and they were in Byron Bay lapping up the relative warmth instead of like us, freezing our butts off down here.



Late in the day and time to pack up.

All in all it was a great day, it gave BRMFC the opportunity to showcase our new home to many visiting modellers who will no doubt pass the word around to their friends.

In closing we must thank Graeme Allen, Fred Eggleston and Doug Wallis for running the canteen. I thought the hamburgers were very tasty with the rissole instead of traditional hamburger meat.

The results are tabled at the end of the newsletter.

The next VFSAA event is at Albury over the weekend of $15^{th}/16^{th}$ August.







Coming Events

August 30th Scanner Racing – Ararat





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

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

Where Ararat & District Aeromodellers Club

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.

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

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 2906.

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.

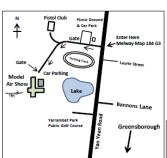
Or any aircraft with YELLOW on it.

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 Anderso Secretary of the Greensborough Model Aircraft Club. Ph. 9408-8153 Mob. 0425-785-366 email

Indoor Flying



Dan Missen of Ballarat Aero Modellers holding his Flyzone Tiger Moth. 15" wing span and foam construction, ready to fly out of the box. Weighs in at a miserly 33g.

Ballarat Aero Modellers (the Haddon Club to us) is again holding regular indoor flying on the 1st & 3rd Wednesday evening at the Haddon Hall. There's a \$5 fee per pilot to cover the cost of hiring the hall for the night. BRMFC members are most welcome to come along.



Kevin Howard also of Ballarat Aero Modellers with his ERat - looks like about to take-off. 1.2m wing span, weighs 180g, and is fitted with a 600mAh battery & brushless motor.







Event Calendar

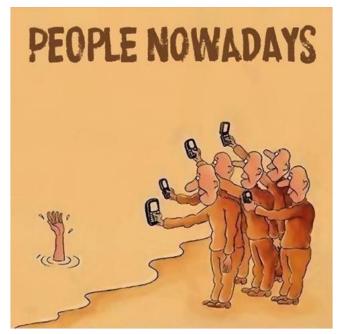
July 19 th July 22 nd	VFSAA VicScale – BRMFC Trawalla BRMFC AGM – Gekko Systems
August 15 th /16 th	VMAA State Scale Champs – Albury
August 22 nd /23 rd	Large Scale Racing – Bendigo
August 30th	Ararat Scanner Racing – ADAC
August 30th	Daffodil Day GMAC – Greensborough
September 6 th	Father's Day
Sept 11 th -13 th	Mammoth Scale Fly-In – Shepparton
September 19 th	Ararat IMAC – ADAC
September 20 th	VFSAA VicScale – Yarra Valley
October 4 th	VFSAA VicScale – Greensborough
October 10-11 th	VMAA Trophy – Darraweit Guim.
October 17-18 th	Round 2 of the RCM News F1 Air Race
	Championship NAAS Club Field, Canberra
Oct 31 st /Nov 1 st	Mosskosh Annual Fun Fly – Ararat

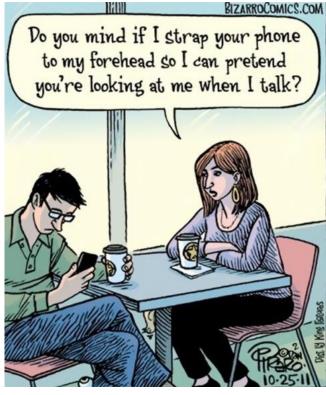
That's all for now. Good flying. G.W & R.C.

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.

Surprise, surprise, they are clean, clean. Disappointed?









Results of the VFSAA Sportscale event held at BRMFC Trawalla field on Sunday 19th July Flying Only

Competitor	Aircraft	Rnd1	Rnd2	Average Best two RNDs	Rank
Noel Whitehead	Vans RV4	2370	2293.5	2331.75	1
Steve Malcman	Clipped Wing Cub	2326.5	2278.5	2302.5	2
Daniel Wheeler	Yak 54	2161.5	2197.5	2179.5	3
Mat Werner	Slick 540	2160	2053.35	2106.675	4
Roger Carrigg	WACO YMF-5	1956	2218.5	2087.25	5
Roly Gaumann	P51 Mustang	1981.5	2134.5	2058	6
Nick Katsikaros	Edge 540T	1927.5	2031	1979.25	7
John Couglan	Slick	1927.5	1855.5	1891.5	8
Joe Finocchiaro	Clipped Wing Cub	1891.35	1876.5	1883.925	9
Peter Evans	Extra 300S	1784.7	1792.8	1788.75	10
Rob Dickson	P51 Mustang	1563	1894.5	1728.75	11
Bill Wheeler	BN Islander	1630.8	1472.85	1551.825	12
John Lamont	Yak 55	DNF	DNF	DNF	13

Large Scale Flying Only

Competitor	Aircraft	Rnd1	Rnd2	Average Best two RNDs	Rank
Daniel Wheeler	Yak 55	2289	2364	2326.5	1
Max Rowan	Super Cub	1965	2188.5	2076.75	2
Mat Werner	Slick 540	2030.4	2045.25	2037.825	3
Tony Grieger	Gee Bee	2094	1953	2023.5	4
John Coughlan	Edge 540	1480.95	1788.75	1634.85	5