



NEWSLETTER – June, 2020

Committee 2019/2020

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<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)
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<i>Ordinary member 2:</i>	Murri Anstis	(0413 353 739)

Officers

<i>Returning Officer:</i>	(The Secretary)
<i>Public Officer:</i>	(The Secretary)
<i>Publicity Officer:</i>	Roger Carrigg (0437 842 277)
<i>Safety Officers:</i>	Murri Anstis (0413 353 739) (Vacant)
<i>First Aid Officer</i>	Nigel Newby (0408 420 794)
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Newsletter Editor: Roger Carrigg.
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Note the meeting location.

The next general meeting would be held at the **Eastwood Street Leisure Centre in the Canteen**, on Wednesday June 24th commencing at **7.30PM** (Turn left after entry to the Complex, and the Canteen is on the left again). **Don't forget to bring a plate for supper.**

Please note: Meetings are cancelled until further notice due the COVID-19 pandemic.

Club position on COVID-19

From Monday 1st June the State Government changed the rules regarding the number of persons which can be in attendance at certain gatherings. It has been increased to a total of 20 (twenty) which means we can cease the need to keep a list of members wishing to be at Trawalla. The reason being we very rarely get 20 members/guests at any one time therefore in that regard we shall be returning to normal and members may just turn up and fly. However those in attendance must keep an eye on the total and the expectation is self-regulation will be practised to ensure we meet the rules and no more than 20 persons are at the field at any one time.

The kitchen facilities still remain closed and everyone is required to maintain social distancing and practice good hygiene.

The Victorian State Government has reviewed the current COVID19 restrictions again and from 21st June, group sizes can remain at 20 people with Clubs Committee managing how the field is used.

We are a sport, not a social gathering and this has not changed.

The revised restrictions can be reviewed by [Clicking Here](#).

These restrictions allow for fields to continue to operate while observing 1.5 m social distancing is maintained.



BRMFC Membership Fees 2020/2021

Just a quick reminder that Member Subscriptions are now due for the 2020-2021 year. Due to the COVID-19 pandemic resulting in reduced activity, the club decided to put a discount in place at the last committee meeting held at the field on 16th May. **Shortly after that and unrelated, the MAAA and VMAA both offered an early bird discount if fees are paid by 31st July.**

The Membership Form was updated on the 1st June and posted on the club web-site, so you can download it, fill it out and submit with your payment. The Secretary only needs to know if any details have changed, otherwise it all rolls over from last year. A direct Deposit as per the form is the easiest for the club, with your name (preferably) or telephone number to ID the deposit.

Remember, you need to fix this up before 1st July, to ensure that the insurance cover is valid. No pay, no fly.

Summarizing, the fees for 2020/2021 are (pension):

Senior:	\$199 (\$190)
Junior:	\$87 (\$83)
Associate:	\$53 (\$47)
Social:	\$20 (\$20)

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

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

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

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

Note: There are two forms this year to make things complicated, a **renewal** form and a **new** member form. The renewal form has the renewal discounts applied and is the one existing members use.

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

You can fill out PDF forms using the current version of Adobe Reader.

- If you click on the [Membership Payment](#) link on our web site [Membership](#) page it will open the PDF file in your browser.
- Then save the PDF file to your local PC using the *Save* command which can be found on the browser menu or right click popup menu.
- Open the PDF file from the saved location.
- Click on Adobe Reader *Tools* tab, then click *Fill & Sign*.
- The mouse cursor will then be in a text box input mode. Click in the *type in* area adjacent to Surname and type your name. You can then move the text box around and resize to suit.
- Continue on with the other entry fields doing the same thing.
- There's also X & tick in the menu up top to choose from.
- Once finished save the PDF under another name. You can then print or email to the secretary.

This works for most PDF's (unless the PDF has been created with document restriction options preventing mark up.)



VMAA News

Information gathered from the Minutes of the VMAA Executive Committee Meeting held on the 11th June 2020 which might be of interest to members. Note: some situations may have changed since then.

6.1 MAAA Council Conference – Held 16 May 2020. MAAA Conference was a teleconference and was focused on key items. The conference dealt with items such as budget, insurance, the setting of fees and the election of a new MAAA VP. The new VP is Mr Tim Nolan of ANSW.

6.1.1 The fee discount was discussed as a couple of states had already moved in this direction based on the recent bushfires, followed by COVID19. It was accepted at National level to use a consistent approach. The discount is a one off, "Early Bird" discount for renewing members that take up the offer by 31 July 2020. New members that have not been part of the Association will pay full MAAA fees.

6.1.2 The VMAA will also apply a one-off Early Bird discount for all renewing current members. New members will pay full fees. To ensure continuous flying rights, fees need to be paid by 30 June 2020; however, fees can be paid up to 31 July and attract the once-off discount and flying rights will resume from the date the fees are paid. This was the standard approach by all states.

6.2 Darraweit Guim Title – The current situation is if the MAAA does a transfer of titles into the VMAA name then the VMAA would be required to pay Stamp Duty. To overcome this issue, a document between the MAAA and the VMAA will be struck detailing the ownership of the property and place safeguards so the property cannot be sold unless there is consensus by key stakeholders (VMAA Committee). The suggested draft document when available, will be circulated for comment. The actual title will be held at a central location along with other titles with the current MAAA solicitors.

9.1 Casey Council – Helicopter club near Hallam (Australian Freestyle helicopters) was contacted by the council to cease operation until the club went through appropriate planning permission to fly on the land they are currently operating from. The land is privately owned with the club having authority to fly from. The club could challenge the decision but based on the cost, time and difficulty in dealing with the council to resolve the issue with the members of the club have decided to join other clubs such as the Melbourne Helicopter club. It is believed Casey council does not understand the current framework the MAAA/VMAA works under and could create unnecessary concerns with another council. Based on this scenario, the VMAA should become involved and seek a face to face meeting to discuss the issue to identify the concerns. Other clubs such as P&DARCS/SEMAM could be affected. *Ed. When BRMFC moved to Trawalla in 2014, we submitted and received planning approval from the Pyrenees Shire Council (Beaufort) to fly model aircraft on the property.*

9.3 Club Assistance Scheme - The following clubs were successful with their applications with the MAAA Club Assistance scheme: WPMAC; SEMAC; P&DARCS; CHAMPS; CMAC; and EMMAC.

21.2 Area approvals – Current applications that are being reviewed or waiting for CASA approval: GMAA (Aerodrome info required); MFWAC; BAM (under reviewed); CMAC; BRMFC (under reviewed); TCMAC; LVMAC; and SAM600 (additional information required on each site requested).

21.2.9 New CASA requirements. GPS coordinates of the flying, digital map of the site, type of aircraft, size and

weight. New submission form required to be used with each application.

21.3 New Club: **Baw Baw Radio Modelers Association** Gippsland Inc. has been raised and will operate from a parcel of leased land owned by Southern Water. A risk assessment and scale map with safety distances will be provided as part of the start-up requirements.



New Models seen at field

Wayne picked this up this delta wing model on one of the trips away. From memory down at Hamilton in late November last year. Not having flown a flying wing before he asked Alan to do the test flight which went well. The model was originally gas powered but Wayne decided to convert it to electric.



Wayne pictured on Sunday 17th May with the Delta model he picked up and converted to electric power.

Mark Williams had another model on Sunday 17th May that I hadn't seen before. He has provided us with some info for the newsletter.

Gypsy Moth is a balsa/ply ARF from Seagull Models.

Wingspan 1830mm, Turnigy G60 electric motor using Zippy Compact 6200mAh 6S LiPo giving a comfortable 6 minutes flying. Large LiPo right up against the Bulkhead and ESC in the electric motor mounting box meant I only needed 100gm lead up front with ESC to balance at correct CG.

Flies very stable, doesn't drop the tail in the turns (no adverse yaw) so rudder use not required.

Hope we get a few more days like yesterday over the next months.



Mark Williams with his electric powered Gypsy Moth. Photo taken on Sunday 17th May.



A couple of weeks later on Sunday 31st May, Graeme had a low wing model powered by an ASP 91 at the field for the first time. Just needed a little bit of mid-range tuning to get the throttle working correctly and a reliable idle. Finally all sorted and a successful test flight.



Alan couldn't resist this A10 Thunderbolt when he saw it on RC Trader. He had it out at the field on Sunday 28th June for its maiden flight. Flies extremely well and looks very realistic both on the ground and in the air.



President Alan pictured with the A10 Thunderbolt (Warthog). It's amazing how realistic a lump of foam can be!!! They have certainly come a long way over the years.



The A10 on Alan's maiden flight just after lift-off.

Alan sent through some details on the model for the newsletter.

- Freewing A10 Thunderbolt 2
- 1700 mm span
- Flying weight 5.9 kg
- Twin 80 mm ducted fans
- 1/10 scale
- EPO foam
- Battery 2 x 5000 6 cell

Jeff Foord had another model not seen by your editor at the field on Sunday 28th June. By the way, it was a perfect day for flying, no wind and blue sky all round. This one is also an electric powered foam model of an RV8. It's quite a large model for foam at around 1800mm plus wing span.



Jeff Foord pictured here on Sunday 28th June with his RV8.

Glenn has been working on this old Spitfire Hugh McCormick left to him when Hugh passed away back in 2012.

Glenn flew the Spitty for Hugh on two or three occasions back at Bowes Road Ross Creek in the late 1990's. Unfortunately we don't have any photos of that.

It's been hanging up in Glenn's shed for all these years and he thought with all this time on hand why not get it flying again. It's fitted with an OS BGX 35cc engine, retracts and flaps. Glenn considered converting it to petrol but given it is built around wooden engine mounting beams that would be a huge undertaking.



We had the Spitty on the table to check the balance upside down then right way up in flying attitude. We determined it needs about 350g in the nose.



Another shot of the Spitty in the pits before taking to the heavy model start-up pad. Not sure of the wing span but I guess around 85".

Glenn's replaced the deteriorated covering on the control surfaces and repainted, matching colour the best he could.

It was out at the field on Sunday 28th June for an engine run and final balance check where there are a few hands to assist. We started the engine but with the plug that was fitted, as soon as the battery was disconnected it stopped. I had an OS #6 or #7 (can't remember which) and it didn't stop when battery removed. The manual for the BGX calls for OS #8 plug, 5-10% Nitro and no less than 18% oil. So Glenn is going to get all that sorted out for the next time. It has to be 100% reliable before attempting a test flight. Problem is it did stop mid-flight when Glenn flew it all those years ago. If I (Roger) have anything to do with it, it won't leave the ground until we are confident the engine is reliable.

We also weighed it using luggage scales with straps around the fuselage fore and aft of the wing and it came in at 10.5kg.

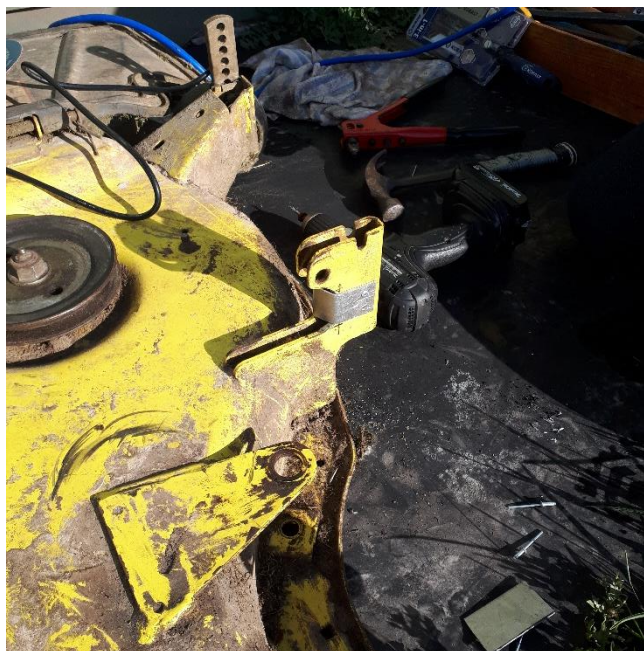


Goin's on at the Field

Mowers

The John Deere mower as we all know has been prematurely breaking belts for a long time now. It has an 'A' section main drive belt to the deck and a second self-contained 'B' section deck belt whereas the Toro and it seems new mowers have a single belt from the engine to the deck spindle pulleys. ('A' is 1/2" wide, 'B' is 21/32" wide.)

After the last deck belt broke Alan and I (Roger) had a close look at the John Deere to see if we could discover why and how to overcome the belts breaking. It has quite a complicated belt pulley tensioner arrangement. As the cutting deck is lowered we realized the back of the deck belt gets too close to one of the deck vertical attachment brackets. There was visible wear marks on the bracket meaning the belt has been rubbing for a long time – maybe always has and could be a design flaw.



The back of the deck belt has been hitting the support bracket. It's been ground at an angle parallel to the belt path and a plate wrapped around & riveted into place.

We decided to grind a section of the bracket to produce more clearance and then wrapped the bracket which consisted of two edges of around 5mm steel with thin plate. This meant if the back of the belt hits the support bracket as it flaps around, it will be in contact with a smooth rather than sharp edge surface.

The John Deere manual calls for an A52 main drive belt but on refitting the deck we came to the conclusion that a smaller belt would pull the deck belt tension arm forward making more clearance on the deck belt where it was hitting the support bracket. I bought an A50 & A51 belt from Ballarat Bearings on the understanding they could be returned or exchanged for the most suitable size.

A couple of weeks later we test fitted the A50 belt but that was too short preventing the tensioner between engine and deck pulleys fitting easily. The A51 belt enabled the tensioner to be slipped into place and provided sufficient clearance between the deck belt and attachment support bracket so we have settled on the A51 as the preferred size. Maybe the pulleys are worn somewhat effectively making the belt longer therefore using a shorter belt brings the pulleys back into better alignment.

After fitting the A51 belt Alan gave the JD a test on the strip cutting at the lowest level of 1.5". After running for 10-15 minutes he felt the main drive belt and it was hotter than expected. (Heat is a killer of V belts.) Another test was done in the carpark at 2.5" and the belt seemed okay – warm but not excessively hot. It seems with the greater misalignment at the lowest level coupled with increased cutting load, the belt gets hotter than safe for a prolonged life.

At this stage we've come to the decision the JD should be relegated to the carpark areas where it can run at the 2.5" setting.

Maybe it would be worth investing in a Kevlar belt once we are confident belts are not breaking through mechanical interference.



Max did an excellent job repairing the hood. Makes the JD look much more respectable and maybe saleable if it becomes surplus to our requirements after we get the new mower.

The hood on the JD has been disintegrating over the years to the point where it was removed a few weeks ago. Unfortunately the cost of a new one is prohibitive. Anyway Max took what was left of the hood and all the broken parts we could find and managed to plastic weld it back together. And for good measure Max bought a can of JD green paint to really spruce it up. Looks great now – well done Max.

New Mower

The club has been talking about a new mower for a couple of years now and it has been approved in principle at club meetings.

Alan and I went out a couple of weeks ago to look at Husqvarna, Toro and Cub Cadet. Max also did some research and got prices on several including John Deere, Kubota, Ferris, Toro and Cub Cadet.

To keep the ball rolling, Alan and I went to WestAg in Wiltshire Lane last Tuesday to investigate the Kubota Max looked at. We were both quite impressed with it, edging out the other three we looked at earlier.

This was discussed at the field on Sunday 28th June amongst the committee and interested members and it was agreed that we should proceed with the Kubota purchase for \$7650 and see what other goodies they might be able to throw in.

Some background info on the current mowers (Info sourced from club asset register and August 2006 newsletter):

The club purchased the Toro Wheel Horse XL440H Lawn Tractor.3 blade 44" cut, 18hp Single cylinder Briggs & Stratton from Henderson Mowers for \$3995 on 11th August 2006. In Feb 2018 we fitted a new 17.5HP 622cc replacement engine from Jono & Johnno at a cost of \$555.

The John Deere SST18 W/48C 3 blade 48" cut, zero turn, B & S Vanguard 350777 18hp V Twin. Product Ident: MOSS18CO16971, Built: 2001 was purchased from a private owner in Lara on 12th December 2013 for \$2000.

Before either of these two mowers, we had a second hand Yardman bought from Henderson's on 23rd October 2003 for \$1500 and another small used Kirby ride-on mower. The Yardman, Kirby and a few other items (total value: \$2700) were stolen from the container and kitchen at Yendon on 23rd or 24th July 2006 which is why we bought the Toro. Nothing was ever recovered and the club absorbed the cost. (See the [August 2006 newsletter](#) for the full report.)



The late Graham Waterhouse on the Yardman mower at Yendon. Photo taken on 10th January 2004



A photo of the Kirby mower also at Yendon taken sometime between 2000 & 2006.

I also remember the club had a three barrel gang mower before the Yardman which kept Max busy sharpening and aligning the blades. It was more suited to a bowling green rather than a paddock. That goes back to the Bowes Road Ross Creek and the first couple of years at Yendon.

I guess the overall point being made here is the club has never really indulged or spent excessively on mowers over the past 20 or so years, so maybe it's about time.



The bottle on the left is the transmission oil tank reservoir. The key components are readily accessible and no plastic hoods to contend with.



The front wheels are offset to the right of the mower centre line. It would appear that is so the deck extends well out from the front wheel on the left side to allow getting into corners.



The deck extends well out from the front wheel on the left side to allow getting into corners.

Electric Fence

The new, thicker and more robust wire for the electric fence seems to be working quite well and keeping stock out. Some sheep will still get in but they are hard if not impossible to stop.



Tips & Tricks

A few more interesting YouTube clips arrived on my phone and tablet over the last month which I thought may be of interest during this period of isolation.

Watch "Plane Aborts Takeoff Too Late" on YouTube <https://youtu.be/qTAKQYIIX6s>

Watch "EJ Salvage 2009 Video DRAFT" on YouTube <https://youtu.be/MOwQuQfguRI>

Watch "The Largest Plane to Ever Land on an Aircraft Carrier - C-130 Carrier Exercises" on YouTube <https://youtu.be/EERe7XEPeuM>

Watch "Old Car vs Modern Car during Crash Test / Evolution of Car Safety" on YouTube <https://youtu.be/TikJC0x65X0>

Watch "Places - Lost in Time: Hong Kong Kai Tak International Airport" on YouTube <https://youtu.be/bprGbmSM2UQ>

Watch "Imperial Airways : The Definitive Newsreel History 1924-1939 - Civil Aviation" on YouTube <https://youtu.be/Q6CeQixHIAU>

Watch "OUTSTANDING AEROBATIC TOWING OF AN RC GLIDER" on YouTube <https://youtu.be/CAvESHDFffu>

Watch "How the Massive Aircraft Tyres Are Replaced | Aussie Mega Mechanics" on YouTube <https://youtu.be/7aFUyhBoZfM>

Watch "F-16 Fighting Falcon and Apache AH64 Turbine Scale RC Model Jet and Helicopter fly in formation" on YouTube https://youtu.be/PQ_vpXkGIGI

Watch "World Biggest Radio Controlled Boeing 747-400 RC 4xTurbine Model Airliner Queen of Skies" on YouTube <https://youtu.be/6cC-0L6jBco>

Watch "The last Vulcan display anywhere...EVER. XH558 R.I.P. (with Tower/Vulcan communication)" on YouTube <https://youtu.be/aGYSTacyIVE>

Watch "Boeing 757-200 Field Recovery" on YouTube <https://youtu.be/1xUGVIWG2zs>

Watch "50% SCALE RC PITTS CHALLENGER - GP 176cc EVO FLAT TWIN DISPLAY - DARREN WOODSPRING WINGS SHOW - 2019" on YouTube https://youtu.be/6KkFcoV8e_8

Watch "Annoyed Parrot Tells Dog Off For Barking Too Much" on YouTube https://youtu.be/JCUE7_Csy0A

Watch "F/A-18 Hornets Arrival and 30 knots Crosswind Landing" on YouTube <https://youtu.be/7GQULamPdBI>

Watch "Jeff Trappett's Sabre 30knts Crosswind Landing & 2 F18 Take Off" on YouTube <https://youtu.be/GZS0e40VVqk>

Watch "CA-27 Mk 32 (F-86) Sabre Jet Flying at Temora Nov 2011" on YouTube <https://youtu.be/UpB8kpxQnWM>

Watch "Dog loves Drone "Quadcopter" - Dog chasing Drone Quadcopter - Syma X5C-1" on YouTube <https://youtu.be/6ceXqzCjgpU>

Watch "How Not To Be A Miserable Old Fart" on YouTube <https://youtu.be/Uflw-pxDio8>

Watch "Su-33 Unsuccessful cobra landing attempt - Admiral Kuznetsov (RuAF)" on YouTube <https://youtu.be/8mN9ZafadpE>

Watch "Vimy to fifth-generation - Edinburgh Air Show 2019" on YouTube <https://youtu.be/ODmIMPC38tQ>

Watch "R/C Albatros Gigantic 2x Turbine Scale Breitling Aerobatic Team RC Jet's" on YouTube <https://youtu.be/4BUv7a8GtRE>

Watch "F1 Car vs F/A-18 Hornet (Red Bull's Daniel Ricciardo Feels The Force)" on YouTube <https://youtu.be/luH-rOYixY8>

Watch "F-100 Super Sabre | Behind the Wings" on YouTube <https://youtu.be/Tl7DHuXRd64>

Watch "Eagle attacks RC glider" on YouTube <https://youtu.be/2nMOcjMZna0>

Watch "F-105 Thunderchief | Behind the Wings" on YouTube <https://youtu.be/t0acDiHMRSm>

Watch "THE A-10 IS NOT A REAL TANK KILLER, ITS FORGOTTEN F-111 AARDVARK #WARTHOGDEFENSE" on YouTube <https://youtu.be/WA0lfc0YHRM>

Watch "FULL FILM: McLaren Speedtail vs F35 Fighter Jet | Top Gear" on YouTube <https://youtu.be/ROOeGPrC1Do>

Watch "THE FIVE WORST FIGHTER AIRCRAFT OF ALL TIME #WARTHOGDEFENSE" on YouTube <https://youtu.be/t9Jm0eCk62M>

Watch "The Eurofighter Typhoon Isn't Stealthy—But F-22 Pilots Like It" on YouTube https://youtu.be/004uKzh_bQ

Watch "F-CK-1 Ching-kuo: Unbelievably, This Is A Real Fighter Made By Taiwan" on YouTube <https://youtu.be/IE4uyf6Mw1w>



Coming Events

Indoor Flying at Haddon Hall – 2020

The indoor flying is resuming again from 15th July following the interruption caused by the Haddon Hall floor renovation taking longer than expected combined with the COVID-19 restrictions.

The next event is scheduled for Wednesday 15th July.

Note: It was expected to start this Wednesday 1st July but that evening is being used by BAMI/BRMFC club representatives to meet with the hall custodians to discuss and determine how we will operate with their concerns over the welfare of the new flooring.



Event Calendar

Note: Most if not all events have been cancelled/suspended or probably will be due the COVID-19 pandemic. I have left the calendar as is to show the events that were scheduled.

June 6 th /7 th	VFSAA VicScale Trophy – Shepparton
June 6 th /7 th	A&DAC Annual Float Fly – Lake Bolac
June 24th	BRMFC Meeting Eastwood St Leisure Centre
July 15 th (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI
July 22nd	BRMFC AGM Eastwood St Leisure Centre
August 5 th (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI
August 19 th (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI
Sep 2 nd (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI
Sep 16 th (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI
Sep 19 th /20 th	Shepparton Mammoth Scale Fly In – VRF
Oct 7 th (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI
Oct 21 st (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI
October 18th (Sun)	Len Astbury Fun Fly – Trawalla, BRMFC
Nov 28 th /29 th	Fun Fly & Swap Meet – HMAC, Hamilton

See the [VMAA Calendar](#) for all Victorian events.

That's all for now. Happy landings.
Roger.



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.brmfc.org.au

Inc. No. A0062781D

MEMBERSHIP RENEWAL PAYMENT FORM – 2020/2021 Date:.....

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

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

Note: VMAA fee includes MAAA affiliation & insurance. Pension rates are shown in brackets () – Club's 10% discount. To qualify you must have a Government Concession Card with **Full Medical Entitlement**. (Fees are rounded up or down to the nearest \$.)

Senior member plus VMAA – Full member benefits, any person 18 years or over before 1st July 2020.

Club	\$80.00	(\$71.00)	
VMAA	\$119.00	(\$119.00)	(VMAA: \$39, MAAA: \$80 renewal discounted to 31 July)
Total	\$199.00	(\$190.00)	Amount: \$

Senior member – Full member benefits, any person 18 years or over before 1st July 2020. VMAA fee is paid through another club and you intend to fly regularly at our field.

Name of other club:
 Club **\$80.00** **(\$71.00)** Amount: \$

Junior member plus VMAA – Any person under 18 years before 1st July 2020.

Club	\$40.00	(\$36.00) – 50% of senior membership fee	
VMAA	\$47.00	(\$47.00)	
Total	\$87.00	(\$83.00)	Amount: \$

Associate member – Receives newsletter, non-voting. VMAA fee is paid through another club and you intend to fly infrequently at our field. Probably live remotely. (2/3 of senior member fee.)

Name of other club:
 Club **\$53.00** **(\$47.00)** Amount: \$

Social member – Receives newsletter, non-flyer, non-voting. (1/4 of senior member fee.)

Club **\$20.00** **(\$20.00)** Amount: \$

Family membership – Full member benefits. Consists of one **senior** rate plus \$10. Family members must pay VMAA fees as specified (Junior or Senior). Applies to immediate family residing at same address. There is no family VMAA fee arrangement.

Club	\$90.00	(\$81.00)	
VMAA	\$119.00	(\$119.00)	
Sub-Total	\$209.00	(\$200.00)	Amount: \$

Person 2 **\$47.00** or **\$119.00** **(\$47.00** or **\$119.00)** VMAA fee Amount: \$

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

Person 3 **\$47.00** or **\$119.00** **(\$47.00** or **\$119.00)** VMAA fee Amount: \$

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

Person 4 **\$47.00** or **\$119.00** **(\$47.00** or **\$119.00)** VMAA fee Amount: \$

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

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

Yearly subs are due by 1st July 2020. A \$5 administration fee may apply to renewals, if fees are not paid by the due date.

Please remit this form and the amount payable to the Secretary at: 209 Jollys Hill Road, Smythes Creek 3351.

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

Direct Deposit Bank Details: ANZ, BSB: 013799, A/C: 3169 28278, A/C Name: Ballarat Radio Model Flying Club Inc.

Remember: state your name in the bank transaction details so the deposit can be accredited to you. Also circle "direct deposit" above and write your bank receipt number alongside before forwarding to the Secretary. This can be done online or at your bank.

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

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

Being BRMFC Membership for the financial year 1st July 2020 to 30th June 2021 Signed:.....



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.brmfc.org.au

Inc. No. A0062781D

NEW MEMBER PAYMENT FORM – 2020/2021

Date:

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

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

Note: VMAA fee includes MAAA affiliation & insurance. Pension rates are shown in brackets () – Club's 10% discount. To qualify you must have a Government Concession Card with **Full Medical Entitlement**. (Fees are rounded up or down to the nearest \$.)

New member.

Joining fee **\$10.00 + \$10.00** refundable gate key deposit (receive starter pack)----- Amount: \$20

Senior member plus VMAA – Full member benefits, any person 18 years or over before 1st July 2020.

Club	\$95.00	(\$86.00)		
VMAA	\$144.00	(\$144.00)	(VMAA: \$54, MAAA: \$90)	
Total	\$239.00	(\$230.00)		Amount: \$.....

Senior member – Full member benefits, any person 18 years or over before 1st July 2020.

VMAA fee is paid through another club and you intend to fly regularly at our field.

Name of other club:

Club **\$95.00** **(\$86.00)**----- Amount: \$.....

Junior member plus VMAA – Any person under 18 years before 1st July 2020.

Club \$48.00 (\$43.00) – 50% of senior membership fee

VMAA \$72.00 (\$72.00)

Total \$120.00 (\$115.00)----- Amount: \$.....

Associate member – Receives newsletter, non-voting. VMAA fee is paid through another club and you intend to fly infrequently at our field. Probably live remotely. (2/3 of senior member fee.)

Name of other club:

Club **\$63.00** **(\$57.00)**----- Amount: \$.....

Social member – Receives newsletter, non-flyer, non-voting. (1/4 of senior member fee.)

Club **\$24.00** **(\$22.00)**----- Amount: \$.....

Family membership – Full member benefits. Consists of one **senior** rate plus \$10. Family members must pay VMAA fees as specified (Junior or Senior). Applies to immediate family residing at same address. There is no family VMAA fee arrangement.

Club \$105.00 (\$94.00)

VMAA \$144.00 (\$144.00)

Sub-Total \$249.00 (\$238.00)----- Amount: \$.....

Person 2 **\$72.00 or \$144.00 (\$72.00 or \$144.00)** VMAA fee----- Amount: \$.....

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

Person 3 **\$72.00 or \$144.00 (\$72.00 or \$144.00)** VMAA fee----- Amount: \$.....

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

Person 4 **\$72.00 or \$144.00 (\$72.00 or \$144.00)** VMAA fee----- Amount: \$.....

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

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

Yearly subs are due by 1st July 2020. A \$5 administration fee may apply to renewals, if fees are not paid by the due date.

Please remit this form and the amount payable to the Secretary at: 209 Jollys Hill Road, Smythes Creek 3351.

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

Direct Deposit Bank Details: ANZ, BSB: 013799, A/C: 3169 28278, A/C Name: Ballarat Radio Model Flying Club Inc.

Remember: state your name in the bank transaction details so the deposit can be accredited to you. Also circle "direct deposit" above and write your bank receipt number alongside before **forwarding** to the Secretary. This can be done online or at your bank.

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

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

Being BRMFC Membership for the financial year **1st July 2020 to 30th June 2021** Signed: