



NEWSLETTER – January, 2016

Committee 2015/2016

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Officers

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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 January 27th commencing at **7.30PM**. **Don't forget to bring a plate for supper.**

Agenda Items for the next meeting

1. Building Permit – on hold
2. DFP Update
3. Strategic Plan Development
4. Field Maintenance
5. Asset Register
6. Burrumbeet Airstrip
7. Air space sharing procedures with DFP Field surveillance
8. 2016 Display Day
9. Xmas Function

From the President's desk

Hi to all our members, a belated Happy New Year to you all.

Unfortunately, we have not had the luxury of having a newsletter for one reason or another over the last few months to share any news with our members but hopefully, we are back on track now and hopefully look forward to sharing news in the future.

I make the comment that we "hopefully look forward to sharing news in the future" because of the potential situation we are facing with our flying field.

I'm sure, even without having the assistance of the newsletter over the last few months, you would all be aware through going out to the field during the week or during the weekend or, just in general when you catch up with each other from time to time which I'm sure happens, we have been facing the threat of having our flying field sold by the owners.

Just so everyone understands, as a Club, we have only ever dealt with Rohan Holtcamp (owner of the Dynamic Park Flight business) who is one of four partners in the property and unfortunately, the other three partners have now all agreed that they wish to sell the site.

Whilst this puts us in jeopardy of being asked to vacate, it is fair to mention that Rohan is against selling the site

because it is extremely likely that he will now lose his flight training business because of the others wishing to sell.

As the potential for the sale of the property has gone on for some time (i.e.) well before Xmas, the committee has, "where able", been keeping in contact with Rohan for any updates on the sale but up until now, it has been reasonably quiet with no one really understanding whether a sale would take place or not.

On Sunday 17th January whilst we had all the committee members at the field, we took the opportunity to invite Rohan down to the field to get any update that he might have for us on the potential sale.

Unfortunately, at the meeting Rohan has given us the news that there has now been an offer made by what he believes are overseas interests to purchase the property and he also said that they have made the statement they do not wish to have any tenants which would not only require us vacating the site, but would definitely end any chance of Dynamic Park Flight continuing as a business.

The offer made, "whilst being considerable", has been rejected by the other three partners who have gone back with a higher requested price and so we can only presume that there will be at some stage, "if not with the current parties making the offer", someone who will present an offer that will be acceptable.

The best hope for us in these circumstances is that perhaps other parties might come along and make an offer and perhaps wish to keep the status quo and continue with us and Dynamic Park Flight as tenants but that scenario is not looking positive at present.

During our meeting, Rohan has obviously given us the commitment that he will keep us up to date with events as far as offers and time frames should we have to leave.

On a brighter note, which we would all hope there is one, Murri Anstis has a lead on a couple of sites which may become potentials and he is following up on them and will hopefully have more information by the time of the next meeting which will be held on the 27th January.

As we have encouraged in the past and continue to do so, anyone knowing the potential of any other site/s that would be suitable for us, you need to step forward so we can investigate it and if you are not aware of any at present, please make sure you are looking as hard as you can because the situation is now obviously critical.

In regard to flying if we are forced to vacate the Trawalla site, we still have Burrumbeet as an alternative field and although it would restrict us to flying what we have set down as the appropriate model for that site, it would allow us to continue to fly until we found another more appropriate site or being realistic, make a decision as to the future of the Club which one of the options could be amalgamation with someone else.

We shall keep you informed as to progress on all fronts the moment we have any news.

On another matter, it was extremely bad news to hear that one of our members "Shane Donovan" lost his house to the devastating fires around the Scotsburn area a few weeks ago, fortunately no one was injured and whilst it is easy to sit here and write these sorts of words, we can be genuinely thankful that all the people in the area are at least safe.

We have offered to have a working bee for Shane at some point in the future to assist so if he takes us up on our offer, we will put out an email to all Club members to come along and lend a hand if you can to one of our mates.

Best Regards,

Graeme Allen.



F1 Air Race at Sandown Racecourse



31st January 2016 – F1 Air Race Sandown, incredible airshow and RC display!

Like a top gun, you can experience the thrill of flight at the F1 Air Race Sandown. Australia's top display and racing pilots will put on a spectacular show for Melbourne.

You will see one of the best airshows in the country and exhibits of the most serious radio control models and remote control equipment available from the best suppliers across the country.

To learn more, please visit www.sandownairrace.com.au

F1 Air Race Sandown

Time: 9am – 4pm

Date: Sunday 31 January 2016

Location:

Sandown Racecourse

591-659 Princes Hwy, Springvale Vic 3171

Entry:

\$40 Family (two adults and unlimited children)

Children under 16 are free

\$25 single adult ticket

\$15 Seniors

What can you expect?

This year, the Sandown F1 Air Race program has been expanded, to deliver a longer, more exciting and spectacular air show. The day will feature:

- F1 model aircraft fly past
- Spectacular Aerobatics
- Helicopters
- Giant Scale models
- Fast and Furious Sandown F1 Air Race
- World champion Gold Medal winners Bruce and Linda de Chastel, along with other young pilots, will demonstrate the incredible skills used in Pylon Racing

Come along and enjoy the day!

How can you help? Promote the event in your networks!

Spread the word! Share the details of the F1 Air Race Sandown on your social media networks, on RC Forums and through your club's webpage. I recently added a link to the event on all [brmfc](#) club web pages which appears in the left side panel. Ed.

You could post something like the following: Check out this great event planned for Melbourne next year at <http://www.sandownairrace.com.au>

The MAAA is a major sponsor of the event, along with Betta Home Living, Spektrum and World Hobbies.



Points of interest from the last meeting

Extract of newsworthy items from the minutes of the last meeting held on 25th November 2015. Note: Some events/activities may have concluded or been modified as circumstances change.

Reports

I) Management Committee Report

No meeting to report.

II) Building Permit

Martin Tuddenham is working on obtaining certification of the shed footings. On hold until future of DFP resolved.

8. General Business

I) Future of Dynamic Flight Park

Max Rowan reported that the Bacchus Marsh club is developing a State Field at 374 Monteville Lane out from Ballan, approximately 33km from Ballarat. (*Actually 40km from Bakery Hill. Ed.*)

DFP is appointing an administrator to oversee a voluntary liquidation. The land (150 acres) and shed were valued at \$300,000, assuming that mains power was connected, which it is not. Members felt that this was a highly unrealistic valuation for poor quality grazing land.

Rohan Holtkamp owns a small holding (3 acres) adjoining DFP which, but could possibly have an angled strip. Would require negotiating fly over permission with adjoining landowners.

BRMFC need to find out the financial implication of purchasing the land with BRMFC funds, and a loan from VMAA. DFP would then need to lease the DFP shed from BRMFC. The loan from VMAA would be interest free and to be paid back over a 10-year period.

Matters to be resolved:

- VMAA Loan cost and maximum amount;
- Rates;
- DFP public liability insurance;
- Agistment income;
- Lease back to DFP; and
- Status of BRMFC/DFP lease.

As the land is to be put on the market by Xmas and BRMFC wish to purchase, a strategy must be rapidly developed.

Alternatively, BRMFC can wait until the land is purchased and attempt to negotiate a new lease with the new owner/s.

II) Strategic Plan Development

Awaiting Peter Hexter's input.

III) Field Maintenance

Mowing is continuing.

IV) Asset Register

John Coughlan has it as a work in progress.

V) Air Space Sharing Procedures with DFP

Discussions have taken place with DFP, and communication has improved.

VI) Burrumbeet

Requires mowing. Murray Anstis recommends a slight realignment of the strip.

VII) 2016 Display Day

Field Registration has been made with the VMAA. The Application to hold a Display Day can now be lodged with the VMAA.

9. Other Business

I) BRMFC Xmas Function

A booking has been made at the Zagame's Golden Point Hotel for Friday 11th December at 7:15PM.

II) Newsletter

Max Rowan will pursue the matter.

10. Agenda Items for next meeting

I) Building Permit – on hold

II) DFP Update

III) Strategic Plan Development

IV) Field Maintenance

V) Burrumbeet Airstrip

VI) Asset Register

VII) Air space sharing procedures with DFP

VIII) 2016 Display Day

IX) Xmas Function

Meeting Closed at 8:39PM



VMAA News

Extracted from minutes of the VMAA executive meeting held on November 12th 2015.

1.10 Ballan Land Purchase (BMMAA)

The Bacchus Marsh club is developing a State Field at 374 Monteville Lane out from Ballan, 40km from Bakery Hill, Ballarat.



Location of Bacchus Marsh club's new field. About 1.5km as the crow flies, S/W of the bridge over Pykes Creek Reservoir and 40km from Ballarat.

Land surveying is underway.

Purchase contracts have been drawn up subject to terms and conditions laid out by the MAAA legal team.

Vendors have been sent relevant information re purchase terms.

Full report on progress at the December VMAA meeting.

1.11 Registrars Report-

There are still many issues to be resolved. Many payments have come in unreferenced and as such cannot be allocated. There would appear to be a large problem with Auspost as many cards have not found their way to the addressee, the few that have been returned have taken almost 3 months to come back, clearly there is a problem.

There will be a meeting with Auspost next week to try and solve this problem. There also appears to be some problems with using the data base. Clubs are urged to contact the Registrar for training. The VMAA is proposing to run some courses on this in the New Year to help clubs, please contact the Registrar if your club is interested.

1.12 Contest Directors Report:-

The VMAA trophy was a great success with all participating clubs enjoying friendly competition. We would like all clubs to provide input for further events, i.e. rules, format etc. The proposed dates for next year are the 9th & 10th April 2016. Venue yet to be allocated.



Goin's on at the field



Max had the big Cub out on Sunday 27th September 2015 for the first time since repairs following the incident with a shade tent at Albury in August. The damage to the starboard outer wing and forward canopy was quite extensive. Max has done an excellent job bringing the Cub back to its former glory.



Wayne doing a low pass or landing approach with his Westland Wyvern (Sunday 27th September) while Nick is otherwise engaged flying his model.



Secretary Jeff doing a lowish pass over the field with his LA Special. (Sunday 27th September)



Secretary Jeff with his LA Special powered by a small ASP/Magnum four stroke. (Sunday 27th September)



And the blimp we saw at Albury on 15th August flew overhead on its way back from Adelaide to Melbourne. (Sunday 27th September)



On Sunday 25th October the pilot/owner of this Cessna Birddog VH-LQX took off on our North/South runway into quite a strong northerly wind which made taxiing a bit of a concern for the pilot. The aircraft makes frequent visits to Trawalla as the owner has a property further up Church Road.



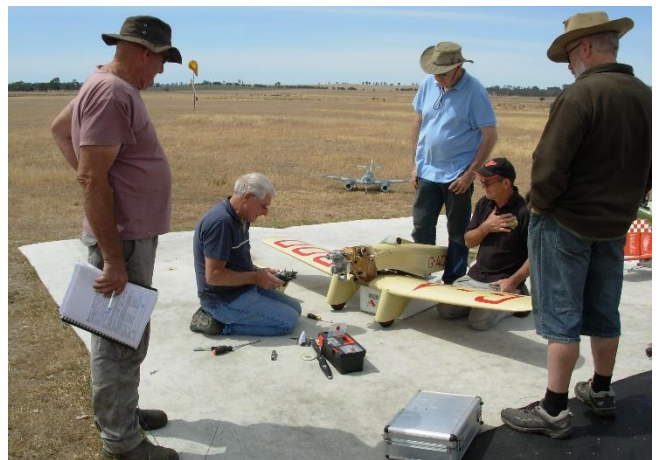
The Birddog was off in much less than half of our north/south runway. It has a similar sized engine as a Cessna 182 (Continental O-470-11 flat six) so it has reasonable performance.



Climbing out heading north over the freeway. He did a 270° left hand circuit gaining height and headed off to Essendon Airport where it is hangered.



On Sunday 13th December Max flew this foam Me262 ducted fan that he bought down at the Hamilton Fun Fly & Swap Meet held over the last weekend of November. It seemed to fly okay – don't have a lot of details on hand.



Glenn had his restored Miles Hawk at the field on Sunday 13th December for a test flight but unfortunately there were some engine setup problems that prevented it taking place.



After a bit more work and fine tuning, Glenn had the Miles Hawk out again on Sunday 10th January. The DLE35 engine seemed to be running okay so it was all systems go.



Glenn gunned the DLE35 and the Hawk headed off in a southerly direction down the runway, lifted off but veering to the left. Glenn said before take-off that it always needed a lot of aileron trim but he couldn't remember which way. (Well it is 15 years since it has flown) After applying heaps of right aileron and up elevator he finally managed to get it trimmed and under control. After a few basic manoeuvres to pass the heavy model inspection and several circuits it was time to land. The first couple of approaches were too high and fast and then the engine started to sound a little unreliable from most likely overheating in the cowl. So landing became an imminent necessity on the next circuit when the engine finally quit on approach – fortunately Glenn got it down okay. No doubt there will be more to come so stay tuned.



Peter Weston has a new 2m span P40 foam electric model. At 2m and foam, it is quite large for that type of model. From what I saw it seemed to fly extremely well. (Sunday 10th January)



The P40 on climb out after take-off. Looks like it has plenty of power.



Greg Savage with one of his core flute construction models. Actually I had a fly of it and it's remarkably stable – just a bit slow on ailerons. (Sunday 10th January)



Greg at the controls on take-off.



Murri at the control of Paul Ruddle's new foam electric twin. Paul was a bit camera shy!!! (Sunday 17th January)



And off into the wild blue yonder – apparently it was a bit tail heavy which required some later adjustment after Murri got it down safely.



Greg Savage with another of his core flute constructed models. This one has a glider to take up and release. (Sunday 17th January)



Nick volunteered to fly the glider.



Take-off, all is looking good so far. Wings on the glider are flexing enormously though.



On glider release it all turned to crap very quickly. Glider & tug got tangled up. Sorry it's all out of focus – happened too fast for my camera, but you'll get the general idea.



The aftermath!!!



Crash Report

Nick submitted this article back in September 2015 so it is a bit stale due to no club newsletter since August. Ed.

After just under 4 years of flying, lots of fun, two motors, two ESCs, two frequencies, one free flight and a few repairs minor and not so minor, my Rifle has clapped its wings and called it a day.

I hadn't flown it for a while due to the weather but last Sunday Sept 6, was reasonable, with gusty 30km/h winds. The first flight went uneventfully as I slowly got my mojo back with just a few full elevator pylon turns. The second flight was following the same pattern but getting more aggressive when the wings folded about 10m off the ground in a full elevator, full throttle pylon turn. It hit the ground hard, crunching the fuse and breaking the tip off the other wing. On inspection I was a little surprised to find out that it was one of the earlier models without the strip of carbon in the wings. If I'd realised that I may have put in a spar, but I'm certainly not complaining - it has served me well.



Almost looks repairable but the fuse is cracked and "floppy" in more than a few places and the tailplane has had the bottom torn out where it meets the vertical stab. Mmm... maybe ...

PS. Repairs have begun with the fuselage and will be completed sometime "soon" (ie in the next 6 months).



Lal Lal Wind Farm

There's been rumours that the Lal Lal Wind farm project was not proceeding, but this update correspondence received on 2/11/2015 indicates it is definitely continuing. I am obviously still on their mailing list being the club secretary at the time when all this commenced. I have included it in the newsletter here as a bit of info for those that might be wondering what is happening out at our former Spreadeagle Road flying field. Looks like there's four less turbines in the planning application amendment but they are now significantly larger in power generation, height and diameter.

WestWind ENERGY

Lal Lal Wind Farm Project
Update No. 8 - October 2015

Welcome

Project Timeline:

Project mooted – 2006	Site establishment works began at Yendon - April 2013
Permit application lodged - March 2008	Application to amend the permit prepared - February 2015
Planning panel sits - November and December 2008	Minister for Planning extends the time to complete the wind farm - April 2015
Minister for Planning approves the project - April 2009	Application to amend the application is prepared and finalised - October 2015
Minister for Planning approves secondary consents under the permit for the Yendon Section (such as Environmental and Traffic Management Plans) - March 2011	

What are the changes?

- Reduce permitted wind turbines from 64 to 60
- Apply a newer and more accurate noise standard
- Increase in wind turbine maximum tip-height from 130m to 161m
- Increase in maximum hub height from 85m to 105m
- Increase maximum rotor diameter from 90m to 122m
- Locate wind turbine transformers next to the towers; and
- Allow an option to relocate the substation approved for the Elaine section.

Parameter	Existing approval	Approval sought
Proposed wind turbine numbers	64	60
Generation capacity MW	Up to 150	Up to 200
Gwh per year	App. 396	App. 504
Payments to Moerabool Shire annually*	\$228,000	\$299,200
Average Households Powered	63,111	94,666
Construction workers	150-200	150-200
Operational workers	15-20	15-20
Indirect employment during the construction phase	500-600	500-600

Tips & Tricks

Not quite aeromodelling – unless it's a big plane that is!!!

I'm sure everyone at some stage has used drill screw driver bits and been frustrated when the bit jumps out of the screw head chewing up both the screw and the bit. I've recently replaced over 200 10gx50mm countersunk galvanized screws in some picket gates. (I was worn out after 200 screws!!!) I started with the Bosch & Irwin bits on the left but they chewed up almost immediately. Practically impossible to prevent the bit jumping out of the screw chewing up both.



Very pleased with the Irwin Impact driver bits on the right – the others well next to useless. The good ones were cheaper as well. The ones on the left and any similar to them are really only useful in low power cordless screwdrivers.

Whilst down at Mitre10 I saw the Irwin PH #2 Impact bits shown on the right for \$2.99 and thought let's try those and they worked perfectly using a magnetic holder. One bit managed the removal and replacement of 200+ screws with no jumping out and no sign of wear. The bit seemed a much better fit in the screw head than the others and the bit is also much harder, and brittle as I found out later. Yes I broke one while up on the ladder driving a screw holding metal capping over fascia boards. I changed the drill setting from *screw* to *drill* and applied too much torque in a position where I didn't have much feel and sheared off the tip. But it did not jump out and chew up the screw.

Events

Hamilton Annual Fly-In and Swap Meet

By Glenn White.

Where does the time go? It seems such a long time since we were at the Hamilton event, it's going to test my memory which isn't the best. We have been going there for many years and have a standing booking at the motel. Being the last event before Christmas it is usually well attended, this year was no exception. Our club was represented by Wayne & Karen, Graham & June, Doug & Kath, Max & Judy, Glenn, Roger, Nick, Murri (Sunday), Mat & Cato.



The BRMFC camp alongside the north/south runway.

The weather was good, a little on the hot side and humid, perfect for flies. They nearly drove us mad and at times made it impossible to fly.



The turbine didn't fly – too dry & hot I presume.



Gilmore racer belonging to Barry Angus from Mildura.

There was a good range of aircraft with models in the air continually throughout the two days. There were one or two mishaps the biggest being the loss of Wayne's new Stuka. The Stuka was flying well and had been in the air for some time when on one pass the motor missed a couple of times and then stopped at the same time as Wayne lost all control of the model (on later examination of what was left Wayne thinks it was either the main switch or the battery pack). The model crashed quite a distance away and is unreparable.



I put this photo in under sufferance. The muffler came loose requiring some on field maintenance to the Waco YMF-5.

Max had one or two problems with his Super Cub, he kept us busy scouring the out fields looking for parts that had fallen off the model! At one time the pilot bailed out, we found him half a km away next to a large open water tank.



Max holding the pilot we spent considerable time searching for in the outfield after he made an escape through the open hatch. It landed beside the open water tank which can just be seen in the following photo in front of the trees on the left side.



Murri starting the OS91FS in his Tiger Moth assisted by Graham Waterhouse.



Mat Werner doing 3D flying with his YAK.

It was good to catch up with some of the regulars there again and there were plenty of bargains for sale in the shed.



Fairey Gannet flown by Dave Chigwigen on landing approach. This model powered by a Zenoah 62 petrol

engine has been at Hamilton a few times now and flies extremely realistically.

There was only one jet (turbine) there but it didn't fly. To my mind the outstanding models there were a nice Gilmore Special (didn't fly), a Fairey Gannet which looked great in the air and to top them all a magnificent P47 Thunderbolt. The 250cc radial engine that powered it sounded just like the real thing, to see and hear it in the air was something else.



Roger & Wayne look a little envious behind the P47.



Garry Bergen's CARF models P47 Thunderbolt on take-off. Garry is a member of the CONSTELLATION MODEL FLYING CLUB in South Australia and obviously a very serious modeller.

Some stats on the P47

- Wing span: 110" (2.8m)
- Weight: 50lb (22.7kg)
- Power plant: A Moki 5 cylinder radial 4 stroke petrol engine of 250cc.
- Propeller: 30" diameter, 4 blade, adjustable pitch
- Built from a CARF (Composite Almost Ready to Fly) kit.

<http://carf-models.com/en/products/p-47-razorback>

Click on the Video tab and start the YouTube clip. The way that model performs and is flown is exactly what we saw at Hamilton.

For interest I (ed.) just looked up the specs for the [Pratt & Whitney R2800](#) engine that powered the P47 and many other aircraft of the era.

Type:	18-cylinder air-cooled twin-row radial engine with water injection
Bore:	5.75" (146.05 mm)
Stroke:	6" (152.4 mm)
Displacement:	2,804.5 in ³ (45.96 L)
Diameter:	52.8" (1,342 mm)
Dry weight:	2,360 lb (1,073 kg)
Number built:	125,334 R-2800 engines were produced between 1939 and 1960



A preserved R-2800 engine at the National Museum of the United States Air Force.

Gavin Wallis from Hamilton was kind enough with very short notice to send through the official results for the awards handed out which are as follows:

Pilots' Choice:	Garry Bergen – P47
President's Choice:	Cato Werner – 3D model
Best Scale Model:	Fred Chigwigen – Fairey Gannet
Best Military Model:	Garry Bergen – P47
Electric Flight:	Matt Pitkin – Gliders
Rotorcraft:	Danny Jacobsen – helicopters
Encouragement Award:	Jamie Cannan – newsletter (HMAC)
Fun fly Award:	Dave Chigwigen
Best Flying Display:	Mat Werner – Extra 260

Max Rowan was the lucky winner of the pilot entry raffle and this time the prize was one of the very popular Scanner kits.

Once again an enjoyable weekend away flying. Many thanks to the Hamilton club for hosting the event and a special thanks to those who spent the weekend working in the canteen.

We look forward to the 2016 event.

BRMFC Christmas Party – 11th December 2015

The club held the Christmas breakup party at Zagame’s Main Road Ballarat on Friday evening 11th December. From memory there were about 20 people present. As usual at that time of year it is hard to pick a date that does not clash with other Christmas festivities. Our President Graeme Allen was unable to attend being in India for a couple of weeks on a business trip. Dianne, Graeme’s better half attended and said Graeme was about to leave India to make his way home.



Looks like everyone is enjoying Zagame’s fine cuisine.

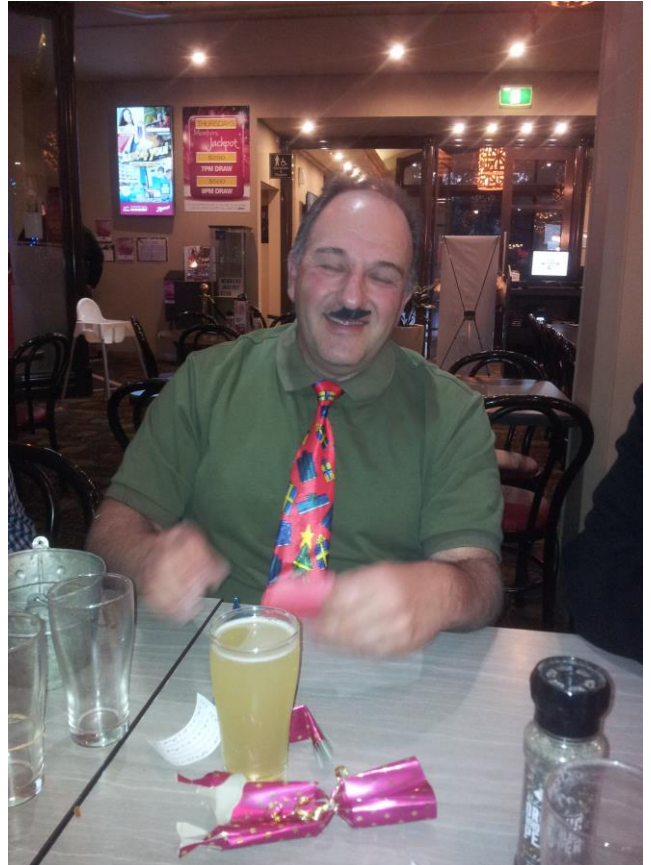
Our treasurer Nick organized some door prizes and handed out tickets to all who attended. I was trying to remember who won what, so sent off an email to Nick to see if he could recollect.

From my very “shaky” i.e. alcohol affected memory 1st and 2nd prizes were Xmas hamper and booze/chocolates? And 3rd prize was my musical Xmas tie. (I’m not sure, but maybe there were three prizes and a booby prize?)

I (Nick) think the winners were Jeff (or partner), Murri and Graham W. in that order.

The main thing is we all enjoyed ourselves, I didn’t hear any complaints about the food so it must have been alright.

PS. Our secretary Jeff has confirmed that for the first time ever he and his wife Chris won the Xmas Hamper. And June Waterhouse confirmed she won the stunning tie which was then given to Dougie who was in awe of same.



Nick was definitely in the spirit of Christmas. Might have been too much spirits!!!



Looks like a box of chocolates in front of Judy & Max. Maybe they were one of the winners



Coming Events

I note P&DARCS is celebrating its 50th birthday. Your editor joined P&DARCS (D&DARCS as it was then operating out of the Police Paddocks in Brady Road North Dandenong) back in 1968 only 2 years after its formation and remained a member until 1986. I dropped out of modelling for about 10 years then joined BRMFC in 1996 after moving to Ballarat in 1989.

If my memory serves correctly the club was formed by Keith Follett, Norm Savage & Mal Caesar way back in 1966. I'm not sure what the official records such as meeting minutes might reveal. Bob Hyde was probably a foundation member as well but who actually formed the club is possibly open to some conjecture. At the time these guys I guess were in their late 30's, early 40's. I was only 17 or 18 so they seemed old!!! Norm Savage passed away at quite a young age back in the 1970's and Mal & Bob just a few years ago. I think Keith moved to QLD probably before the club moved to Cardinia in 1979.



As a bit of nostalgia, here's a photo of Mal Caesar (L) & Norm Morrish that I took at the 1976 Bunbury Nationals. If only we'd had digital cameras back in those days – on second thoughts perhaps it's lucky we didn't!!!

As a past member I wish P&DARCS all the very best with their celebrations and continued prosperity in the years ahead.

See the P&DARCS advertising flyer next...

CLASSIC AND VINTAGE WEEKEND

(Incorporating the Roy Robertson Trophy)

23rd & 24th January 2016

9.30am to 5.30pm

D&DARCS, Eurley Field, Cardinia

Join us in celebrating our 50th Anniversary



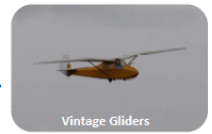
Classic Aerobatics



Texaco and Duration



Foam gliders mass launch



Vintage Gliders



Classic kit models



Classic kit models

Saturday, 23rd January

Sunday, 24th January

Saturday Night Anniversary BBQ, cutting of P&DARCS Birthday cake and night flying.

Entry Fees: \$5.00 per model to a maximum of \$20.00

Saturday night BBQ at canteen prices. BYO drinks.

Free camping - tents or caravans.

Check our website for more details - www.pdarcs.com.au

FLAIR AIR RACE
SANDOWN
SUNDAY JANUARY 31 2016
SANDOWN RACECOURSE, SPRINGVALE
Entry from 9am | purchase tickets at Gate 2

FAST, FURIOUS, FUN
GREAT FAMILY DAY
HUGE EXHIBITION OF RADIO CONTROL MODELS
AND REMOTE CONTROL EQUIPMENT!

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MODEL ENGINES
MULTIPLY
FUN FLY 2016

10AM TO 1PM SUNDAY 21ST OF FEB AT P&DARCS
Be Part of the Australian record for the most Multiplex models in the sky at once!
Loads of great events!
FunCub Carrier Landings
Spot Landing
Longest flight
Heaps of prizes
and much more!

We are searching for Australia's Fastest FunJet
Cash Prize for the Fastest!

PRE REGISTER NOW TO GO IN THE DRAW FOR \$200 CASH!

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PYLON RACING On The Mornington Peninsula

Westernport Model Aircraft Club
&
The Victorian Miniature Pylon Association



Sunday April 3rd
2016

- Scanner Racing
- Sports 40 Racing
- Quickie 500 Racing

Program:

- Saturday April 2nd Course setup and practice
- Saturday Night Camping at Field and BBQ
- Sunday April 3rd 8:00am Registration (\$10 Entry Fee)
9:00am Practice
9:30am Field Closed for Briefing
10:00am LET THE RACING BEGIN!!

BBQ Lunch Available
Trophies Prizes

WPMAC Field, Cnr Wooleys Rd & The Esplanade, Crib Point VIC 3919
For more details call David on 0417515347

ACTIO(n)
Aeromodeller
Competition
Three
In
One

Scale Rally
March 12-14 2016



**VMAA State Field Eastern
Bairnsdale**



www.badmac.org.au

Any fixed wing scale model is eligible, we are looking forward to seeing modified ARFs and mammoth scale aircraft to name but two.

It's different, it's called ACTIO(n). Running over three segments, you choose between scale, free flying for realism and importantly, free flying. Better still, participate in all three for a single entry fee.



MODEL ENGINES' FUN FLY VIC 2016

Sunday 17th April at Northern Flying Group

ON THE DAY

- \$1000's worth of Lucky Dip prizes to be drawn at 3pm
- Latest releases to be demonstrated by the Model Engines' Display Team
- A relaxed and great family fun day at a leading Australian premier RC Flying Field
- Hot food & drinks available all day
- Excess prizes will be auctioned with all proceeds going to NFG

WHEN AND WHERE

When: Sunday 17th April Start: 9am
Where: Northern Flying Group
Address: State Field Darraweit Guim, Victoria

PARTICIPANTS

Entry is open to all pilots who fly the following:
 • Any plane powered by an O.S Engine or Electric Motor
 • Any plane controlled by a Hitec or Multiplex Radio
 • Any Phoenix or Seagull ARF model powered by anything
Registration is on the day between 9am-11am**
Entry Fee is a \$5 donation (for up to 3 aircraft). All proceeds go to NFG
 **NFG requires a current MAAA Membership to fly! Heavy Model Permits required for aircraft over 7kg



Newsletter publication

My apologies for no newsletter published since August 2015. I had some family matters to deal with during September through November which took up my time and thought processes.

We are back on track now so hopefully and god willing there will be a monthly newsletter to keep you informed and entertained.



Event Calendar

- Nov 15th 2015 Sport Scale Event – P&DARCS
- Nov 28/29th 2015 Annual Fly-In and Swap Meet – Hamilton
- Dec 11th 2015 BRMFC Xmas breakup – Zagame’s
- Jan 23rd/24th Classic & Vintage Weekend – P&DARCS
- Jan 30th/31st FI Air Race Sandown Raceway – MAAA (Presumably Sat. 30th is setup & practice)
- Feb 7th (Sun) Nepean Sports Aero’s Training Day – NMAA, Rosebud
- Feb 13th/14th VPA TATES RC World Trophy – GMAA, Geelong
- Feb 14th (Sun) VFSAA Scale Competition – NFG, State field Darraweit Guim
- Feb 21st (Sun) ME Multiplex Day Fun Fly – P&DARCS
- Feb 28th (Sun) Leura Fun Fly – CMAC, Camperdown Racecourse
- Feb 28th (Sun) Monty Tyrell – P&DARCS
- Mar 5th/6th Warrnambool Annual Fun Fly – WMAC
- Mar 12th-14th VPA Australian Masters – P&DARCS
- Mar 12th-14th ACTIO(n) Scale Rally – State Field Bairnsdale
- Mar 13th (Sun) VFSAA Scale Competition – BMMAA, Bacchus Marsh
- Mar 20th (Sun) VPA Competition – NMAA, Nepean
- Mar 20th (Sun) Display Day 2016 – LDMFA, Lilydale
- Mar 25th-28th Easter Weekend
- Mar 26th (Sat) VFSAA Scale Competition – GMAA, Geelong
- Apr 3rd (Sun) Annual Twins & More – NFG, State field Darraweit Guim
- April 3rd (Sun) Pylon Racing on the Mornington Peninsula – Westernport Model Aircraft Club
- April 10th (Sun) VFSAA Scale Competition – BRMFC Trawalla
- April 17th (Sun) Model Engines Fun Fly – NFG, Darraweit Guim

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.

Wisdom of retirees



15 YEARS AND WHAT DO YOU GET

A man escapes from a prison where he’s been locked up for 15 years.

He breaks into a house and inside, he finds a young couple in bed.

He ties him to a chair. While tying the wife to the bed, the convict gets on top of her, kisses her neck, then gets up and goes into the bathroom.

While he’s in there, the husband whispers over to his wife, “Listen, this guy is an escaped convict. Look at his clothes! He’s probably spent a lot of time in jail and hasn’t seen a woman in years.

I saw how he kissed your neck. If he wants sex, don’t resist, don’t complain. Do whatever he tells you. Satisfy him no matter how much he nauseates you. This guy is obviously very dangerous. If he gets angry, he’ll kill us both. Be strong, honey. I love you!”

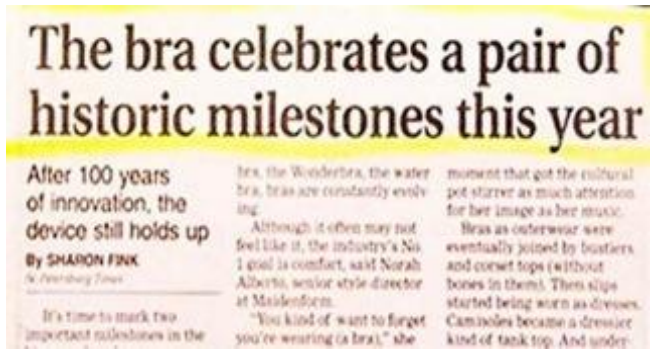
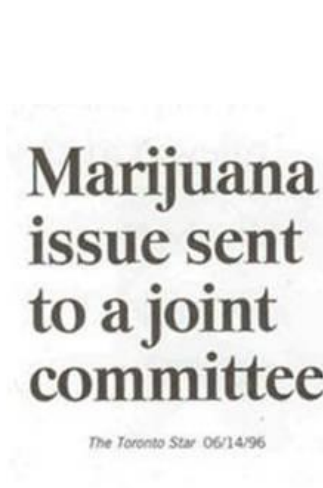
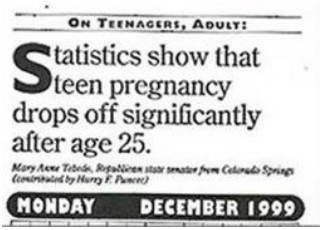
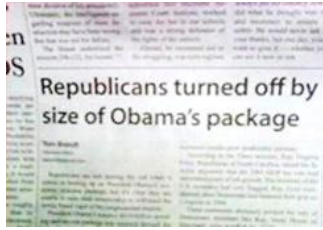
She responds: “He wasn’t kissing my neck. He was whispering in my ear. He told me that he’s gay, thinks you’re cute, and asked if we had any Vaseline.

I told him it was in the bathroom. Be strong honey. I love you, too.”

Why we must not let newspapers die...

It’s the light relief they provide...





A few more photos from the Hamilton Fun Fly

