



NEWSLETTER – April, 2011

Committee 2010/2011

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The next meeting of BRMFC is to be held out at the flying field on **Wednesday April 27th 2011** commencing at 7.30PM. Please come along to the meetings and support your club and be part of the decision making process. Don't forget to bring a plate for supper.

Agenda Items for the next meeting

1. Wind Farm
2. Annual Display Post Mortem
3. Field Maintenance
4. Club History Compilation for Web Site
5. VPA Model Engines Trophy

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.

Warrnambool Fly In

Mat Werner described the Warrnambool Fly In, which had good attendance, but only half flew due to high winds. Rated as a good, sociable weekend. See Newsletter for details.

Relocation Sub-Committee

Noel Findlay has been seeking out sites, but not found any landowners willing to part with 5 acres. Max reported that Rohan Holtkamp of Dynamic Flight (Trawalla) is keen for us to consider his site, and has all relevant flight permits. The idea of organizing a bus trip to evaluate the suitability of the Trawalla site after the Display Day was over was discussed.

Max also noted that a 58Ha block is for sale at the Enfield clay pits, and the Light Car Club is interested in the site, and would consider a shared occupancy.

Secretary to email DSE enquiring if any progress on locating land.

Roy Gladman Event

Postponed due to bad weather and lack of attendance.

General Business

1) Wind Farm

No further developments since last meeting. Last update of WestWind website May 2010.

Last Lal Lal project update February 2010. Max reported that Geoff Fiske does not know of any build date.

2) Display Day

Most tasks have been completed. Matt Porter is to organise the trophies and generate a roster for the day. Noel Findlay is making new roadside signs to be erected on the day, and large cable ties sourced to prevent theft/vandalism. A new stencil will need to be made if the old one cannot be found. Some discussion was held on the practicability of using Max R's trailer as the transmitter pound. Keith Rule volunteered a 3x3 M market tent, which was gratefully accepted. Judy Rowan will run the canteen. Max is arranging a repair of the access track. A working bee to tidy up the site will be held this Saturday afternoon; volunteers are welcome.

Secretary to email members re working bee.

Max will purchase the lollies for the lolly dropper along with the other canteen supplies.

A programme for the day will be drawn up on the day as possible displays are confirmed e.g. control line, helicopter and sailplane displays/demonstrations.

3) Field Maintenance

Covered under Display Day.

4) Club History Compilation for Web Site

Murri Anstis reported that there has been an avalanche of information, as Len Astbury has discovered much of the early information.

5) Grants

Jeff Dowsley reported that the City of Ballarat would not consider the BRMFC for its Grant Programme, and suggested that Moorabool Shire had a similar programme, with the next submission date in August. The Secretary will make contact with the Shire and register for inclusion in the programme.

6) VPA Pattern Event

Field will be closed for the weekend and volunteers will be required to run the canteen.



New Models seen at field

On Sunday 27th March Mat Werner successfully test flew John McLennan's scratch built B.A. Klemm Eagle 11. John has been kind enough to provide us with a write up on the model so I shall hand over to him.



A happy duo after a triumphant test flight!!!

Congratulations to Mat Werner for the successful test flight and landing of the B.A. Klemm Eagle 11 despite battling a horrendous misalignment of the wing incidences. Mat found he could not control a strong tendency to roll to the right with just trim adjustments but still managed to fly straight and level by holding in some extra aileron and elevator.

Back in the workshop I discovered what was wrong. To install the retractable landing gear I was forced to cut through the fancy finger joint in the main wing spar that enabled the wings to fold back beside the fuselage for hangar storage. I devised a system of wing bolts and reinforcing to compensate for this structural weakness but in my ignorance and inexperience neglected to re-check the wing incidence after the alterations. On doing so after the flight one wing had the correct 2 degrees on incidence but the other had zero degrees. A lesser test pilot than Mat would have had no chance. At least my alterations to the spar stood up and both wings remained firmly attached to the fuselage during the flight.

The Wikipedia entry for the B.A. Eagle 11 reads:

"The Eagle was the first original design of the British Klemm Aeroplane Company...similar to the Klemm K132 but was an independent development of G. Handasyde. The aircraft performed its maiden flight at the beginning of 1934...In 1935 appeared an improved Eagle 11"



John McLennan's scratch built B.A. Klemm Eagle 11 powered by an OS FS80 Alpha.

Thirty Seven of these planes were manufactured and my model is based on this latter design. Only 2 survive – one in Spain (G-AFAX) and one in Australia (VH-UTI). My Eagle (G-FMS) is powered by an OS FS 81 Alpha and has a wing span of 1800mm and length of 1720mm (1:6.6 scale). It is fitted with custom retracts.



Murri's Blériot



Almost as old as the original full size!!!

Murri Anstis brought his old Blériot powered by an OS FS 48 out for an airing on Sunday 27th March. It was a perfect day for the model with only light winds. For interest, here is an extract from Wikipedia about the aircraft.

Louis Blériot (1 July 1872 – 2 August 1936) was a French aviator, inventor and engineer. In 1909 he completed the first flight across a large body of water in a heavier-than-air craft, when he crossed the English Channel. For this achievement, he received a prize of GB£1000 (5,000 dollars; US 1910). He also is credited as the first person to make a working monoplane.



Tips & Tricks

I often hear it asked at the field. What is the difference

between *digital* and *analog* servos? An explanation of the advantages of digital servos along with things to be aware of is included in the instructions packaged with Hitec HS-5625 servos.

HITEC GENERAL SERVO INFORMATION -

This document contains general servo information and frequently asked questions regarding the use and care of Hitec servos. Please note that modifying your servo will void the warranty.

Pulse Data

All Hitec servos require 3-5V peak to peak square wave pulse. Pulse duration is from 0.9 ms to 2.1 ms with 1.5 ms as centre. The pulse refreshes at 50 Hz (20 ms).

Voltage Range

All Hitec Servos can be operated within a 4.8V-6V. range. Only the HS-50 operates exclusively with 4 NiCad cells (4.8 volt).

Wire Color Meanings

On all Hitec servos the Black wire is 'ground' the Red wire (center) is 'power' and the third wire is 'signal'.

Direction of Rotation

All Hitec servos turn Clockwise direction (CW).

The Appropriate Servo for Your Application

One of the most frequently asked questions is "What servo should I use for...?".

While there have been many magazine articles that attempted to provide a general rule of thumb to answer these questions, we offer you the following suggestions.

1. Servos are rated for Speed and Torque. In many cases, Hitec will create one servo and then gear it for speed and sacrifice torque, then create its twin, geared for torque at the sacrifice of speed, i.e. 525/545, 625/645, 925/945.
2. If you are not sure, it is better to have more torque than you need, as torque is your friend.
3. When in doubt ask your peers about servo application questions. Look at what others are using in comparable applications. Usually the kit manufacturer will suggest a servo of a certain physical size and torque value specification in the aircraft, car or boat plans. It is wise to follow their guidelines.
4. Even though micro servos like the HS-81 may offer 380z/in of torque, they are not appropriate for larger powered aircraft due to the flight loads placed on the control surfaces during flight. The geartrain can fail under excessive flight loads. Smaller servos have thinner gears that are more fragile than those of "standard" servos.

Digital servo Information

In addition to our line of analog servos, Hitec produces several digital servo products. These powerful servos offer programmable features such as, direction of rotation, center point, end points, failsafe option, speed and dead bandwidth adjustment using Hitec's proprietary programmer and servo tester device. (Model HFP-10).

What are the advantages of digital servos:

1. **Instantaneous Response**
The digital micro processor sends out signals five times faster than analog servos. This results in much quicker response.
2. **Precision Resolution**
There are many more steps in the digital format compared to the conventional analog version. This means the servo is capable of finer adjustments.
3. **Enormous Standing Torque**
The standing torque of the digital servos is 3 times that of the analog counterpart. Check it out, try moving the transmitter stick or wheel and at the same time hold the servo horn to keep it from twisting. You will not be able to prevent the horn from turning.

Special Warning for Digital servos !!!

1. If you accidentally plug in the Hitec "S" type digital servo into the old Airtronics (Sanwa) receiver, this will blow up the servo circuits so please take special care.
2. Digital servos consume tremendous amount of power, so dry batteries cannot be used at all. Use large capacity NiCd batteries or better yet NiMH batteries.
3. Do not use BEC system built in most 2 channel receivers. Make sure you bypass the BEC for stable operation.

Servo Maintenance

Changing Gears

Hitec offers gear sets for all our servos and these are available from your local hobby shop or from a mail order retailer. Be aware of small chunks of gear material that may be lodged in the lubricant and get it all cleaned out. Apply servo gear lube to the shafts and assemble the geartrain applying lube to all gear components. When complete pop the case top back on and tighten up the case screws

CAUTION: Do not force the case top back on. If it will not fit back on smoothly, chances are the gears were installed incorrectly.

How to by-pass the BEC circuit on the HAS-02M/03MB and HP-2RNB receivers

The Hitec AM, model HAS-02MB, HAS-03MB and HP-2RNB receivers are built with a BEC or battery eliminator circuit built into the battery port of the receiver. This will limit the amount of power some of the larger servos can draw from the receiver.

It is suggested that using these receivers with large power consumption servos like the HS-805BB, HS-815BB or the high end, premium coreless motor servos and digital servos, a "Y" harness be used to connect the receiver battery / switch harness and servo to the receiver. Typically this is done by connecting one of the upper "Y" connectors to the servo, the other upper connector to the switch harness and the lower "Y" connector into receiver port 1, 2 or 3, depending on what channel you wish the servo to operate.

Too Many Servos

Modern coreless and digital servos have impressive torque values. This takes a lot of power. Receivers are capable of delivering only so much power to the servos plugged into it before the voltage draw down caused by the servo power consumption falls below what the receiver requires to "hear" the signal from the transmitter. When this occurs a "glitch" will result from loss of signal to the receiver. Large aircraft can easily use 6 or more powerful servos with some 1/3rd scale planes having multiple servos per control surface. There are several answers to this issue. Many modellers choose to use two receivers and others power the servos with a separate battery from that of the receiver. The point here is to be cautious when "Y" harnessing or "ganging" powerful servos together. Using larger capacity NiCad batteries as well as Heavy Duty switch harnesses are highly recommended in these applications.

Defects, others than on cases or gears

If damages or defects occur, others than on cases or gears, we would like to strongly discourage you from ever working on. This is best left to authorized service technicians with the proper equipment.

Servo Trouble Shooting

Servo makes a grinding noise or acts erratic: Open the case and remove the gears. Examine them for broken teeth. If broken, replace with a new gear set.

Checking Servo Centering: Remove the servo from the plane or vehicle. With the arm still attached to the servo, place an ink dot towards the end of the wheel and another one on the case, these should be lined up for a reference point. Plug the servo into the receiver and move the corresponding transmitter gimbal stick or wheel from stop to stop. After each movement, check the reference points for alignment

Servo hums under load: This can be normal. The servo is trying to hold position against the force of a load. If it hums when no load is applied, try loosening the servo case screws a quarter to a half a turn

Servo gets hot: Check the servo wiring, it should match the receiver being used. The motor could be stalled due to a failed geartrain. Actually several things could be wrong, this sounds like a candidate for the service department.

More on the saga of broken valve springs.

I (Roger) received the new valve springs for my OS91FS SII and promptly went about fitting them and then reassembled the engine. At this stage I hadn't removed the exhaust valve although I'd planned to replace both springs and decoke the port.

To my surprise when the exhaust valve was removed the spring was also found to be broken in one place as shown by the photo below. (The inlet valve was in three pieces.) The exhaust port and valve were covered with thick deposits of carbon as was the header pipe. It took quite a bit of careful scraping with an old blade to remove the carbon from the cylinder head. It was quite easy to scrape it off the valve. Care must be taken not to score the exhaust porting particularly the valve seat



Once all the carbon was removed it was time for reassembly. The tricky part is fitting the tiny valve retaining collets. Extreme care must be taken because if

you slip off the retaining washer while depressing the spring they can be flung in all directions and lost. I did this part on the kitchen table because they would be easier to find inside rather than on the garage floor.

To depress the washer I fabricated a tool from a piece of scrap plumbing sheet metal. See lower left corner of photo below. All it required was a small plate with a 6mm hole and cut small enough to gain access around the head. The tool worked well and I had no trouble fitting the collets.



Valve spring compression tool (lower left) fabricated to fit valve retaining collets together with OS valve clearance adjusting kit. (Came with OS120FS 12 years ago.)

The head was refitted along with the valve pushrods and rocker gear. The valve clearances were then adjusted using the OS valve adjusting kit. It consists of 'go' and 'no go' feeler gauges (0.04mm & 0.1mm), hex key and wrench. Only required a minor adjustment on the inlet valve which allowed the 'no go' gauge in.

Once reassembly was finished I was pleased that the compression was back to normal.

The engine was refitted to the CAP 231 and flown a couple of weeks ago running just as before.



Events

Stockland Wendouree Display – 2nd April

As usual we held a static display at Stockland Wendouree to promote our flying event the next day. Nick and I (Roger) arrived about 8:30AM amid some confusion over where we were located. We walked around to the centre management office which was closed as expected, so Nick rang the mobile number for security that was displayed near the door. We were then advised our spot was down near Dick Smith Electronics. When we saw that spot, it was obvious it wouldn't have been worth the effort setting up.

It wasn't until Matt got there shortly after to clarify our spot. There's no management to contact on Saturday only security staff and these days the site booking goes

through head office in Melbourne all helping to make it harder to organize.

Anyway as it turned out we had a good spot outside the entrance to Coles and next to the food court with plenty of tables and room to set up.



Our display at Stockland Wendouree on Saturday 2nd April. Graham Waterhouse is holding the fort while Richard Turner is espousing the virtues of aero modelling to a shopper. (It's hard getting clear photos without the flash and I don't like using it when people are around.)

I brought my Shoestring, Nick had a glider and together with the raffle prize we had the makings of an aero modelling display. If you don't have models it would be very difficult to approach people to hand out flyers and sell raffle tickets. You must have a draw card.

We were finally setup by about 9:15AM and stayed until around 2.00PM. By then we'd had enough particularly with our flying display on the next day. We handed out most of the flyers and sold about 40 raffles tickets – not as many as previous years though. Maybe it's a sign of the times. I try to put myself in the shoppers shoes – you go to a shopping centre with a purpose in mind and don't appreciate people in stalls like ours proactively grabbing your attention. Some people walk past and show plenty of interest others are like we weren't even there.

Members who attended were: Nick Katsikaros, Roger Carrigg, Matt Porter, Richard Turner and Graham Waterhouse.

Annual Display – 3rd April

I'm sure all clubs who stage events such as this realize how much work goes into the organization. If someone doesn't get in the driver's seat, it simply won't happen or the event will be unsuccessful.

Once again our president Matt Porter, who took up the cudgel late last year, guided the event to a very successful outcome. It takes a lot of work organizing our display; it might not seem much for those who don't get involved in that side of things but believe me there is a great deal that goes on behind the scenes.

We had a couple of working bees to prepare the field in the lead up to the event. The week before, a recycled crushed concrete product was laid on the entry track to

fill in the ruts and pot holes. The track suffered substantially with all the heavy rain we received, and being partially under water for weeks on end. Thanks to Martin Tuddenham for picking up and delivering the fill and to those who helped spread it out.

On the Saturday before we had to set up the field and also ran a static display at Stockland Wendouree to promote the event and sell a few raffle tickets. (See the preceding article.)



Transmitter pound and pilot entry was done in Keith Rule's 3x3 market tent.

Sunday morning came and it was overcast and threatening rain. Fortunately apart from a couple of brief spots of rain it remained dry with a 20-25kmh SSW breeze for most of the day reaching a top of 15°C. A little warmer would've been much appreciated but we made do with what we were handed.

Just before we officially started flying a flock of sheep came through the gate from the adjoining paddock and promptly made their way toward the runways. A number of members were called upon to herd the sheep back to whence they came. It soon became apparent that some of us shouldn't give up our day jobs yours truly included!!! After some coaxing we managed to herd a couple of hundred sheep back through the gate and close it.

Once that was done flying commenced in earnest following the pilot briefing. Pilots were continuing to arrive and set up their models, a few spectators were also rolling up.

According to the pilot entry forms we had thirteen pilots from other clubs and fifteen from BRMFC making a total of twenty eight altogether. Before I go any further we must thank the members from Ballarat Aero Modellers (Haddon), Warrnambool, Corangamite, Camperdown, Greensborough (GMAC), Bacchus Marsh, Hamilton, Geelong (GMAA) and Ararat who supported our event. Without their support the day would not have been the success it was.

For most of the day we had several models in the air – it would have only been for brief moments the skies were empty. Graeme Allen (A1) was on the PA system for most of the day keeping the public informed of what was going on. He was ~~relieved~~ (not a good choice of word – some would take it the wrong way) given a spell by Nick and Matt while he had a fly and relieved (couldn't help using that word) himself.



Mat and Rick are firing up the temperamental Super Tigre for a lolly drop.



Kids are waiting impatiently to get on the strip!



Kids are on strip gathering up the lollies.

Mat Werner flew the lolly dropper and did an excellent job of hitting the target. The old Super Tigre engine was being a Super Tigre and showed its temperamental side. A couple of forced dead stick landings were part of the show, but Mat took it all in his stride. Anyway the kids enjoyed the lollies and I suspect so did the big kids.



Here we have Gary Sunderland's WW1 Albatross D3 (Von Richthofen's famous Red Albatross) and RAF FE8 WW1 biplane with pusher prop.

It appeared that the crowd numbers were down on last year despite our extra road signage. As it turned out our day coincided with the airport open day and a number of

other events around town. The coolish day and overcast skies also tends to keep all but the enthusiastic away.



A selection of models in the pits, with John McLennan's fleet in the foreground.

Judy Rowan organised the canteen this year and with the assistance of Karen Goodwin and Blair Porter they satisfied the hunger pangs of the spectators as well as the aero modellers. I'm not sure who was on the BBQ; I think Richard Turner, John McLennan and Jeff Dowsley had a go, thanks to all who did and special thanks to the ladies in the canteen.

Anita Anstis and daughter Marcelle looked after the raffle tickets while Murri Anstis ran the "swap tent" inside the shed.

Mat, Nick and Max enthralled the crowd with their combat display. Mat was the Manfred Albrecht Freiherr von Richthofen (the Red Baron) managing to get the streamers off the other two and landing with them wrapped around his model. IC beats electric power. Hmm.



You can see the determination on the faces of the combat pilots. Determined not to get blown out of the sky by a mid-air that is!!!

Rick put on a demo with his R/C parachutist released from his big Pilatus Porter. A1 flew the Pilatus while Rick had the Tx for the parachutist. Unfortunately all didn't go to plan and the chute failed to open. Our little man hit the deck pretty hard suffering a broken shoulder. Goodness knows what other vital organs may have been hurt!

The commentator did mention something about Rick packing parachutes for his day job and how he offers money back guarantee if they don't open. Tight market these days so you have to be competitive!!!



Rick is preparing the ill fated parachutist.

Geoff Sinnbeck (a former BRMFC member) and now from Geelong had a couple of helicopters which added another dimension to the display. The public always love to see the whirlybirds and we love having them on our display day even though we are a fixed wing only club.



Looks like Noel was flying very close to Geoff's heli!!! Sorry Noel, photo has been doctored a bit.

Dave Lacy did a glider demo launching it using an electric powered winch. The model managed a reasonable height upon release but given the coolish day there weren't any thermals to be found so terra firma came up after a few minutes aloft.

There is one aspect where we may have disappointed the crowd – there were no incidents let alone accidents which is pleasing to report, given that we were operating with a considerable crosswind to make a better display for the crowd.

Noel did one of his best ever landings with the old Gypsy Moth crosswind and straight down the east/west runway. You could see the aileron deflection into wind and the opposite rudder to keep the Gypsy on the strip. It looked ever so scale like and those who saw it clapped.



Noel's ever faithful Gypsy Moth is on approach for one of many crosswind landings.



Andrew Taylor from Corangamite is landing his Yak 54 powered by a 50cc petrol engine. Model won Best Civilian.

By the time it was 3PM we were making arrangements to draw the raffle and hand out the trophies. The raffle was drawn at 3:35PM – I know that by the time on the photo.



Matt & Blair Porter officiating over the raffle draw while Marcelle drew out the winning tickets.

First prize a Radio Control Trainer Aircraft with OS46AX engine was won by Ricky McCormick with ticket No. 0219. Second prize a \$150 gift voucher from Goldfields Model Supplies Ballarat was won by B. Sadler with ticket No. 0133. The winners were not present at the draw but arrangements were made and the prizes were passed on to both recipients. The results were also published on our web site the next day. The club would like to thank all who supported the raffle.

After the raffle draw the trophies were handed out to the pilots who came and supported our display.



BRMFC President Matt Porter is congratulating Mark Radburn who won Best Military and Pilots Choice with his Spitfire. Unfortunately I didn't get a photo.

Trophy Winners were:

Best Military

Mark Radburn, Spitfire (Large one) Greensborough MAC

Best Civilian

Andrew Taylor, Yak 54, Corangamite MAC

Best Static

Rob Dickson, BF109, Greensborough MAC

Best Aerial Display

Mat Werner, BRMFC

Pilots Choice

Mark Radburn, Spitfire (Large one) Greensborough MAC

In closing, on behalf of the club I would like to thank all our sponsors including Goldfields Model Supplies, Sound & Light Concepts, Coates Hire and Whitford Waste. Also the members who put in the hard yards to make the event the success it was.

April 16th/17th VPA Model Engines Trophy – Yendon

By Glenn White.

The older we get the quicker the time seems to fly, it doesn't seem like a year ago since the pattern guys were at our field. It was nice to see them again on the weekend of April 16th/17th, I arrived out at the field at 8.30 Henry and Bev were already busy setting up for a 9.00AM start. I think Bev was happy to see me get the fire started, as it was bitterly cold with a strong easterly wind.



A line up of the pattern models entered – on Saturday there was a stiff breeze to contend with averaging 30km/h gusting to mid 40's. They handled it okay though.

I didn't count the entries but I think there were over twenty. The models don't change much with the exception that electric motors are becoming more popular. Henry had things underway shortly after 9.00, with each pilot flying three rounds on both days there was no time to waste. I had to work Saturday so I had to leave at 9.30 leaving Matt to look after the canteen and the rest of the day. (Mat Werner and Roger Carrigg assisted Matt with canteen duties on Saturday. Ed)



Snapped this photo on takeoff.

Sunday, what a day, the weather was perfect, warm with no wind at all (typical Ballarat weather!). The day went well and all the flying was finished by 3.30PM, the scores were tallied and the presentations were made shortly after. (See results further on.)

During the day the VPA presented the club with a donation of \$340 the result of a collection from all of the pilots in gratitude for use of our field for the weekend. (Norm Morrish informed us that the VPA passed a motion at a recent meeting to make a donation to clubs based on \$10/day/entrant excluding Sportsman. The basis for this is many members bring their own food and don't patronize the club canteen. We thank the VPA and assure them the money will be put to good use. Ed)



Sunday it was warm and no wind to speak of – look at that gorgeous blue sky.

Bev and Henry are heading off to America shortly as he is judging at the world championships (we wish you all the best Henry, have a safe trip).

The weekend went off extremely well with no incidents.



Event Calendar

- April 3rd** Annual Display – Yendon.
- April 9th/10th VMAA Trophy – State Field.
- April 9th/10th Bowlyie Large Scale Rally – Gundaroo.
- April 15th/16th Victorian State Champs Scale – P&DARCS. (Friday & Saturday)
- April 16th/17th** VPA Model Engines Trophy – Yendon.
- April 22nd – 26th Easter break.
- April 22nd – 24th WW2 & Military Scale – Wagga Wagga.
- Apr 30th – May 1st Sunraysia Fun Fly – Mildura.
- May 1st Foamy Pylon Racing – Greensborough (Run by Aust. Electric Flight Association)
- May 7th (Sat) VFSAA Sport Scale – State Field
- May 21st – 22nd MAAA Council Conference – Canberra

Ballarat 2011

Competitor	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
Advanced							
1 Doug Dorrat	1000.00	1000.00	1000.00	1000.00	1000.00	1000.00	5000.00
	198.33	220.33	70.67	260.00	248.00	244.00	

- May 21st – 22nd TCMAC Autumn Scale Rally – Albury
- June 11th – 12th Golden Era Air Races – Cobram
- June 11th – 12th VFSAA VicScale Trophy – Shepparton

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.



An elderly couple, who were both widowed, had been going out with each other for a long time.

Urged on by their friends, they decided it was finally time to get married.

Before the wedding, they went out to dinner and had a long conversation regarding how their marriage might work.

They discussed finances, living arrangements and so on.

Finally, the old gentleman decided it was time to broach the subject of their physical relationship.

'How do you feel about sex?' he asked, rather tentatively.

'I would like it infrequently' she replied.

The old gentleman sat quietly for a moment, adjusted his glasses, leaned over towards her and whispered -

'Is that one word or two?'



Held 16/04/2011

Expert

1 Matthew Bailey	890.52	1000.00	979.90	978.64	1000.00	1000.00	4958.55
	303.67	330.67	341.33	351.33	355.67	391.33	
2 Norm Morrish	951.12	940.52	1000.00	1000.00	904.41	747.02	4796.05
	324.33	311.00	348.33	359.00	321.67	292.33	
3 Bob Hurst	1000.00	966.73	868.90	949.86	948.45	758.09	4733.95
	341.00	319.67	302.67	341.00	337.33	296.67	
4 Henry Hutchinson	0.00	765.12	824.88	904.36	890.35	830.49	4215.21
	0.00	253.00	287.33	324.67	316.67	325.00	
5 Rob Clarke	863.15	953.63	859.33	673.17	683.22	752.13	4111.46
	294.33	315.33	299.33	241.67	243.00	294.33	
6 David Law	925.71	937.50	916.75	0.00	0.00	0.00	2779.96
	315.67	310.00	319.33	0.00	0.00	0.00	

F3A

1 Dennis Travassaros	1000.00	1000.00	1000.00	954.75	1000.00	1000.00	5000.00
	405.67	378.00	406.67	358.67	383.67	384.67	
2 Tom Bloodworth	797.86	871.25	919.67	1000.00	972.20	984.40	4747.52
	323.67	329.33	374.00	375.67	373.00	378.67	
3 Fernando Monge	778.97	910.94	845.08	996.45	990.44	902.95	4645.86
	316.00	344.33	343.67	374.33	380.00	347.33	
4 Ron Schulz	892.36	916.23	931.97	937.89	891.40	926.34	4604.78
	362.00	346.33	379.00	352.33	342.00	356.33	
5 John Brann	731.31	920.64	771.31	892.64	905.30	893.41	4383.29
	296.67	348.00	313.67	335.33	347.33	343.67	
6 David Gibbs	710.76	891.53	863.93	714.29	819.29	894.28	4183.32
	288.33	337.00	351.33	268.33	314.33	344.00	

Competitor	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
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Sportsman

1 Peter Bailey	1000.00	977.06	983.08	1000.00	0.00	1000.00	4960.14
	185.33	170.33	193.67	186.00	0.00	179.33	
2 Russell Edwards	929.86	1000.00	1000.00	844.09	1000.00	862.45	4792.31
	172.33	174.33	197.00	157.00	187.67	154.67	
3 Noel Whitehead	964.03	850.86	835.87	867.38	955.60	827.14	4473.74
	178.67	148.33	164.67	161.33	179.33	148.33	
4 Ted Knowles	845.32	827.92	712.35	829.75	904.09	873.61	4280.68
	156.67	144.33	140.33	154.33	169.67	156.67	
5 Peter Stapleton	829.14	967.50	969.54	0.00	0.00	0.00	2766.18
	153.67	168.67	191.00	0.00	0.00	0.00	
6 Will Crossman	928.06	690.25	827.41	0.00	0.00	0.00	2445.72
	172.00	120.33	163.00	0.00	0.00	0.00	