



NEWSLETTER – February, 2014

Committee 2013/2014

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Note the meeting location.

The next meeting of BRMFC is to be held out at the flying field on Wednesday February 26th 2014 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. Field Maintenance
3. 2014 Display Day
4. Any Further General Business Items
5. Agenda for next Meeting

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.

3. Business arising from the previous meeting

I) Management Committee Report

The Secretary summarised the Minutes of the Committee of Management (CoM) meeting held on January 9 2014. It was noted that several areas of the Club's operation were not covered in the Constitution e.g. the role and powers of the Safety Officer, and the authorization, use and reconciliation of Debit Cards. These issues, along with the question of how members wish to have the Club operate, must be resolved and the Constitution revised before the AGM in July.

Some discussion took place on aspects such as insurance cover and election of Club officers.

It was agreed that a call for members to make written comment and suggestions for additions or changes to the Constitution and send them to the Secretary for collation and presentation for discussion.

a) Volunteer Safety Officer 1

The President called for a volunteer to fill the casual vacancy following the resignation of N Findlay. As there were no volunteers, it was decided to leave the position vacant until the AGM.

b) Fire Extinguisher Replacement

The 2 knapsacks are still usable, but worn. Agreed to purchase an additional at ~\$260. *The new knapsack is at the field and the three are ready on the trolley.*

6. Reports

I) Relocation Working Party

Nil report. Mat Werner looked at a paddock at Shelford (33km from Buninyong). Members thought that it was too far, and that Trawalla was much closer and therefore preferable.

II) Xmas Function

Good night had by those attending, and would recommend the venue for the 2014 Xmas Dinner.

7. General Business

I) Wind Farm

No change to the W-Wind web site. N Katsikaros to contact W-Wind and investigate the offer for assistance in moving from the currently leased site.

II) Field Maintenance.

(1) M Werner noted that the rabbits were continuing to undermine the paved area.

(2) M Werner noted that with the new mower, the mowing was down from 6 hours to 1.5 hours when both mowers are employed.

(3) The flight line markers have been painted by K Giddens.

(4) Members are warned to be careful regarding fires in the long grass, which is very dry, and also that snakes may be present.

(5) M Werner thanked all who had been maintaining the field.

I) 2014 Display Day

The Display Day plan was reviewed by the Committee. R Carrigg raised the issue of sponsorship, the Raffle, Pilots' raffle and pilots' goodies bag.

Prize categories of Pilots' choice, and say 3 or 4 other categories. CoM to decide.

Swap meet – M Anstis to manage.

P Hexter noted that after attending quite a few Display Days, that there seems to be a disconnect between the general public (non-modellers) and club members. Members noted that it was difficult to circulate with the public and attend to the mechanics of running the event. Possibly distribute flyers with Club information would help focus interest.

M Rowan noted that there may be a requirement for a supervisor for the canteen who has a food handling certificate.

G White noted that Car stickers are required – N Katsikaros possibly has a supplier in mind.

J McLennan raised the issue that in his opinion, the BRMFC is not running according to the Constitution so the BRMFC will not be covered for public liability, and that Club Officers would then be personally liable in the event of a claim. JM also claimed that Officers have not been elected validly, as the option of proxy voting was not offered to all financial members at the AGM. This was disputed by other members, who advised that proxy voting was clearly outlined in the Constitution, and had been used by members in the past. It was pointed out by several members that whilst the Club did not have Public Liability insurance, members were individually covered by the VMAA insurance, that the BRMFC Yendon Field was a VMAA approved flying field and that the Display Day had been approved by the VMAA.

II) Other Business

a) Air Show Point Cook – 1st/2nd March 2014

Tickets available via Ticketmaster. Secretary to send an eMail out advising that if there is enough interest a bus could be hired. *(See the article on this further on.)*

It was agreed that the Secretary to create a list of members with First Aid Certificates.

K Giddens accepted the position of First Aid Co-Ordinator.

b) VMAA Trophy

Secretary is to prepare a notice for the display board.

III) Call special General Meeting

Call for election of Committee of Management (2 general members).

A copy of the Consumer Affairs 2012 Model Constitution is to be loaded on the BRMFC web site. *(Done)*

Meeting location

The next meeting will again be held at *the Yendon Flying Field, 26th February 2014.*

Meeting Closed 8:55PM



Fires at State Field – Darraweit Guim

The State field at Darraweit Guim didn't escape the ravages of the "Wallan fires" in early February, however given the magnitude of the disaster it appears they escaped relatively unharmed. No doubt some fencing will have been destroyed.

According to what I've been told the fire front came in from the north on Sunday (9th February) and the CFA stopped it at the northern boundary.

Then on Monday afternoon (10th) it flared up again from the south. That's what did all the damage you see in the accompanying photos which were downloaded from the NFG web site (www.nfg.org.au).

We must be very thankful that the CFA saved the clubhouse and trees which I've been told was largely attributable to the water bombers.



The entrance gate at the northern side of the field.



The paddock on the left of the entrance track is completely burnt.



Lucky it didn't get into the trees along the access track.



Looks like this tractor wasn't so fortunate – maybe it doesn't go and couldn't be moved onto the green grass area. The neighbouring property appears to have escaped unscathed. It is just visible through the trees.



The only parts that didn't burn were the watered and mown runways and pit area. Photo is looking N/E – you can just make out the hay shed (behind the pole). Photo below is looking S/E.



All the major equipment was parked on the short green grass to minimize the risk of being damaged. I don't know if that was before or after the fire reached the northern boundary on the Sunday. No doubt the authorities were restricting access to affected areas at the time.

This highlights just how careful we must be at our field during what is an extremely hot dry summer.



New Models seen at field

Peter Hexter joined the club in January this year after a long break from aero modelling. He learnt to fly as a youngster while a member of the Melton club back in the late 80's early 90's. On behalf of the club I would like to extend our warmest welcome into the club and wish Peter every success in his modelling endeavours.



Peter Hexter with his Twister pattern ship powered by an OS46AX. Photo was taken on 26th January.



Peter has been doing some experimenting with 3D printing of aero modelling parts. Last Sunday (23rd February) he brought out a spinner that was 'printed' using a machine that costs around \$2500. The spinner has a 100mm diameter and took 4 hours to print, however it is non-structural and could not be used. The surface wasn't perfectly smooth but with a

little sanding the desired surface finish could be achieved.

It certainly demonstrates how parts or patterns can be produced with extreme accuracy. Of course you need the software skills to produce the design file, however 3D scanners can be used where an original part already exists.

No doubt we will see more and more of this in the future.

Ken Nunn also had a couple of new models on Sunday 26th January. The first is a Phoenix Trainer with OS40LA and the other a Firebird Delta Ray electric twin. Like Peter above, Ken has also just joined the club and we take this opportunity to extend a wholehearted welcome and wish Ken every success with his aero modelling pursuits.



New member Ken Nunn with his two models.

Dean Farnsworth recently flew his new Glasair Sportsman ARF 1.8M at our field. Dean actually won it through Airborne Magazine, not only did he win the ARF kit but he also won a whole heap of other goodies, enough to put it together and fly it from scratch, as highlighted by the list below:

- Seagull Models Glasair Sportsman ARF 1.8 M <http://www.glasairaviation.com/>
- Hitec Eclipse Pro 7, 2.4GHz with receiver, NiCad's, NiCad charger and four servos.
- OS electric motor (OMA-5020-490) – 40 size glow equivalent
- 13 x 8.5 prop

- 3 x Hitec servos
- OS speed control (OCA-170HV)
- OS ESC programmer (OCP-1)
- RFI Battery – 22.2 volt, 5000mAh, 30c, 6 cell Lithium-polymer
- Hitec x 2 Ultima dual 200 Watt multi-charger
- Multiple aileron extension leads
- Three bottles of Zap (thin, medium & thick)
- Epoxy glue
- RC airogrip restraint device



What you see on the pool table looks like all the goodies that made up the prize.

Dean has been kind enough to provide us with an in depth article on his new plane.

This is the first ARF I have built (I have always built from scratch) and my long term project, a 1.8m Winjeel (airborne plans blown up 23%) was packed up off the pool table as soon as my prize arrived (John Rogers from Airborne Magazine delivered it personally to my home).

Putting the ARF together was a breeze but not having flown electrics before there were a lot of things to learn and lots of manuals to read (motor, speed controller, speed controller programmer, LiPo battery and LiPo battery charger). The battery seemed far too heavy for the model and I was also concerned that the electric motor was rated as a .40 glow while online hobby store reviews called for a 0.75-0.91 2-stroke or 0.91-1.10 4-stroke to be installed to get the Sportsman around the sky.

Anyway I put faith in the people that put the prize together and put it together. Once the build and equipment installation was complete I charged up the LiPo, locked the dogs out of the house and gave the throttle a little tweak to see what happened. Unfortunately I had the plane facing away from the pool table and all the balsa scraps and plans from the Winjeel project went flying through the house, whoopsy. Although this little experiment may have got me in a bit of trouble, I was feeling a bit more confident about the power plant so I recharged and headed to the field.



Dean's Glasair Sportsman lifts off on its maiden flight.

With the range check complete I hit the load button (which was quiet) and off it went straight as a die, like a rocket, it took off beautifully and flew beautifully, only trim required was a bit of down elevator and I had to pull back on the stick as there was way too much power at full throttle. I tested the flaps and they are very effective. Loops and rolls were nice and stalling the plane took ages (although there was a bit of wind about) when it did stall though it just dropped a wing and a bit of power brought it back under control really quickly.

I did a few touch and goes and realised I had been in the air for over 12 minutes so brought it in for a nice landing. What a ripper. I am really happy with it and love flying it.



The Glasair Sportsman on landing approach.



And about to touch down... It's an eye catching model – pleasant lines and an attractive colour scheme.

One thing I just don't understand is the rating of the electric motor, it is clearly rated as a .40 but has stacks of get up and go in a plane that requires minimum 0.75 power. If anyone can explain this to me I would appreciate it. Anyway back to the Winjeel....



Dean's Winjeel under construction – always good to see some scratch building going on...

Max had his latest out at the field for an engine run on Sunday 16th February. It's a PA18 150 Super Cub World Models kit. 3.6m wing span weighing in at 15.1 kg and powered by a DLE 111 turning a 26x12 prop. Electrics are Optima 9 channel with 2 x 2000mA battery packs for receiver, 7 x digital servos and 2 standard. Spark pack is 4.8v 2000mA pack DLE ignition pack.



There must be something attracting everyone's attention. Maybe there was bikini clad young lady behind me or perhaps my fly was undone!!!

The Super Cub was test flown the following Saturday morning 22nd February. Max said it had plenty of power and flew ok only needing about half throttle. It took a bit to trim out in the wind, however no vices. Lost a wheel after the second circuit which is not what I (Max) wanted on a test flight.



Looks like the Super Cub is about to get airborne for the first time. Saturday morning 22nd February. Glenn was out helping Max and took this photo. Doesn't the field look dry now!!!

Landing wasn't very gracious but no damage to the model except a cracked prop, happy to get away with that!!! Overall it should be a good model to fly in scale comps. Ahh Max, you must take particular note of the article further on under Tips & Tricks – Flats on wheel axles.

Murri Anstis has another model to add to his stable. This one is a Victa Airtourer formerly owned by Ted Rivett, but never flown. It's from a Sportsman Aviation ARF kit, has a wing span of 1.8m and is powered by an ASP91 FS engine. It tips the scales at a very modest 4.5kg and with the power of the ASP91 Murri says it flies very well. Going by the way Murri talks about the Airtourer, it must be a pleasure to fly.



Murri and his new Sportman Aviation Victa Airtourer pictured here on Sunday 23rd February.

John Coughlan's new Plane is a 3D Hobby Shop model (Slick 540). John has also been kind enough to provide us with a few details. The plane is a replica of the South African aerobatics plane that was produced to compete against the Yak 55 and the Extra that were dominating the full size aerobatic championships.

This model has a wing span of 71" and is powered by a 30cc OS two stroke petrol engine. Plane was built by one of the 3D Hobby Shop pilots using the best available equipment. There was no expense spared!!!

A very easy model to fly even for a novice like myself. I find it easier to fly than my trainer. It's more responsive even on low rates. Mat Werner has been very helpful in setting this plane up and testing it for me. Thanks Mat.



John Coughlan with his Slick 540 powered by one of the new OS 30cc petrol engines. Photo taken 16th February.

And another new one for Murri – he seems to be hatching new models lately!!! This one is a Corby Starlet, also from a Sportsman Aviation ARF kit and also one of Ted Rivett's (I think Ted might still own it.) Wingspan is 2200mm which makes it a 38% scale model. Power plant is a Magnum 180FS and tips the scales at a fairly modest 7.2kg. It is yet to be flown which won't be long, however Murri says it has a serious balance problem – tail heavy I assume.



Murri's new Corby Starlet powered by a Magnum 180FS. Hasn't flown yet so stay tuned.



Tips & Tricks

Servo arms – matching the splines

After reading the article in the December 2013 newsletter, Len Astbury had a look in his servo collection. He found the Sanwa output shaft spline is similar to JR in that it has 23 teeth and is 5.95mm diameter. Of course we

still don't know if the shape or profile of the spline teeth is the same.



Sanwa servo output shaft is 5.95mm diameter and has 23 teeth like JR.



Left - This is what happens when a Futaba arm with 25 teeth is forced on to the Sanwa shaft. Note: Len didn't do that - the previous owner did!!!

Flats on wheel axles

Don't forget to grind or file a flat on the axle for the wheel collet set screw to locate in. Some axles have a hard chrome finish preventing the set screw 'biting in'. You might get away with it with plain piano wire, but it is good practice to always file a flat. Another thing don't run the flat to the end of the axle because the collet can still slide off under side loads. You might wonder how do they possibly come off but they do - the wheel side loads are obviously much greater than we imagine.



All you need is a small flat for the screw to seat on and don't run the flat all the way to the end of the axle which might still allow the collet to slide off.

To get through the hard chrome on the Great Planes 3/16" axle shown above, you need to grind it using a Dremel or similar tool. I use the 1/4" cut off disc and then finish with a small square file. The file will cut once the hard chrome plating is removed. On a safety note - always wear safety goggles with those cut off wheels in case it flies to pieces.

What prompted this article was the wheel that came off Fred Eggleston's Boomerang a couple of weeks ago. Fortunately it didn't cause any damage on landing being a wire undercarriage and also in Mat's safe hands. However that most likely wouldn't be so for an axle set up like above or a retract u/c system.

I have a general notion that many aero modellers (experienced ones as well) do not take the undercarriage very seriously. In trainers you can get away with a lot of

short comings but once you get into large and heavy models the wheels are extremely important. You can certainly save yourself a lot of repair work by giving that aspect of your model the attention it deserves. After that outburst I might go and check my wheels!!!



Mat is gently bringing Fred's Boomerang in keeping the right wing high so as not to touch down on the axle.



Aah - all safe-n-sound!!!

Needle Valve Extension

I was fitting the needle valve extension to my new WACO YMF-5D last week and was aware that the alignment through the cowl was going to be close to miss the plywood strengthening ring. The position where the hole had to go was marked on the cowl and drilled, a length of 4-40 pushrod wire was then inserted through the hole and into the needle valve. I thought that was lucky but when the set screw was tightened the slight misalignment put a side load on the needle preventing it from turning. The other option was to use the bit of bicycle handbrake cable (well that's what it looks like) that comes with the engine but I don't like the feel you get adjusting the needle with that in place - too much twist in the long length of cable.

I thought why not combine the best of both worlds. A short length of the cable to minimize the twist, a brass sleeve and the 4-40 wire. Luckily I had some thin walled brass tubing just the right size to do the job.



Finished up with a solid wire extension and a short length of cable to compensate for the very slight misalignment. Could not turn the needle without the short length of flexible cable to minimize the side load.

Mixing Epoxy

I reckon the worst part is finding something to mix it on or in. In the past I've used old business cards for small amounts. Recently I started using the recessed lid of a small coffee tin and left it in place so the container itself is something to hang on to. It is not going to be easily knocked over and most importantly you don't get epoxy on your hands which then finishes up on the model.

Another thing, you can thin epoxy with methylated spirits enabling it to be brushed on. Doesn't take much to thin it down; it then becomes similar to finishing epoxy. Good idea to wash the brush out thoroughly with metho before it starts to go off. I used one of those cheap metal handle brushes – the ones where the bristles come out just to annoy you. That only happened the first time – the epoxy stopped them coming out the next time used.



Events



Geoff Cox (Coxy's Big Break) and Mike Farnan (Model Engines) at the State Field on 7th January.

On the 7th of January, Model Engines' display team members Mike Farnan and Neil Addicott were invited to participate in the filming of an episode of Coxy's Big Break. This episode of Coxy's Big Break is due to go to air in early March 2014, so keep an eye out for it in your local TV guides, it should make for great viewing.

Courtesy of the Model Engines February 2014 Newsletter.

Scanner Racing at Ararat – 1st February

By Mat Werner.

The day started early with a drive to Ararat. I was surprised to see Richard Mudge there all the way from the Riverland in S.A. Time for a quick chat then straight in to some practice.



With the 40°C heat, their shade structure would have been much appreciated.

The weather was very hot and humid, very different from what I had flown the scanner in before, so it was time to try some different props. I found an 11x6 A P C was the go. It was now time for racing with 17 other people in heats of 4; I think we had about 5 or 6 heats overall and the racing was very close all day. In the very first race there was carnage with Richard and Stephen Green colliding. Both scanners were destroyed, very entertaining when it's someone else's and just a scanner.



Because they all look alike each model has a short coloured streamer for identification.

Time for the finals which were made up of the five fastest pilots overall from the heats and I was right up there so it was on. The count from 10 started (how the starts work) and all 5 were very close together when just before the first corner Jay's plane and my plane came together resulting in Jay's going down and mine limping on with some unknown damage and a corner cut (10 sec penalty) but managed to finish in 1st but with the penalty which put me back to 3rd.



Scanner racing is a great day out with likeminded people and a very cheap form of racing it would be good to see a few more people having a go.

The following info has been taken from a report written by Dave Lovell and distributed to Ararat club members which was passed on to me by Rick Pimblott as well as the photos.

Race results were 1st Brendon Lovell (Ararat), 2nd Shane Keddie (Geelong), 3rd Mat Werner (Ballarat) and 4th Jay Everett (Geelong). At the presentation of prizes the winners were presented with a trophy each as well as a certificate of participation. We also had a spot landing comp that was sponsored by RCM News. The top placings for the landing comp were won by Matt Young (Bendigo) and Marty Black (MT Gambier). We also had several other prizes (every pilot got something) that were very generously donated by Ken Mollison from KMRC Jets and Phillip Daynes from Aerial Hobbies which we were most grateful for. We also had a raffle with the prizes donated

by Model Engines for which we thank them for as they are great supporters of our club, 1st place was taken out by our own Rick Pimblott and 2nd place was taken out by the very lucky Peter Harrison (P&DARCS). So in conclusion it really was a great day and a baptism of fire for me as CD but I feel that we put on a great day that everyone enjoyed and that is what it is all about.



Coming Events

Don't forget we have three events at our field over the next couple of months and also some other aviation events of interest.

Centenary of Military Aviation – Point Cook

The Centenary of Military Aviation 2014 Air Show is proudly presented by the Royal Australian Air Force at RAAF Williams, Point Cook, Victoria over the weekend of 1st and 2nd March 2014. (The w/e after this newsletter is published.) The Airshow commemorates the occasion of the first military flight in Australia which took place at Point Cook on 1st March 1914.

If members are interested in attending you might like to organize a group. Some investigation online while out at the field last Sunday indicates it would be best to drive to Werribee or Williams Landing railway stations and buy a Zone 1 & 2 rail ticket to catch the shuttle bus to Pt Cook. Apparently car parking is limited and has to be pre purchased along with your entry ticket.



Point Cook is the birthplace of military aviation in Australia and the oldest continually operating military airfield in the world.

Encompassing a spectacular Air Show with air displays and ground displays, the Centenary of Military Aviation is a national event celebrating 100 years of military aviation in Australia.

Gates are open from 8am to 4pm. Flying displays will be held from 10am to 3:30pm.

The flying program is the same for both days of the Air Show.

Get your tickets early and save. [Tickets can be purchased here](http://www.airforce.gov.au/Interact/Displays/Air-Shows/?RAAF-iBBIZGwstZ874cZM/cfL/Idc+u6Ro5VF). For more info on the event go to the RAAF web site: <http://www.airforce.gov.au/Interact/Displays/Air-Shows/?RAAF-iBBIZGwstZ874cZM/cfL/Idc+u6Ro5VF>.

VFSAA Scale competition – Sat. March 8th

BRMFC is hosting a round of VicScale (VFSAA) scale competitions on Saturday 8th March. Yes it is Saturday,

that way it doesn't interfere with normal Sunday flying arrangements.

Basically for us it means we want our members to compete. Secondly the field needs to be prepared – fortunately (and unfortunately) the grass is not growing now due to the dry conditions.

Thirdly, we need a small team to run the canteen. Normally we provide sausages, hamburgers, hot & cold drinks.

Annual Open Day – Sun. March 30th



This quite possibly will be our last open day at our Yendon field with the looming construction of the wind farm rumoured to be underway by this time next year.

Hopefully the weather gods will be kind to us this time. From memory last year we endured a fairly strong NNW wind which abated somewhat during the afternoon otherwise it was a pleasant day.

Once again the club needs the support of the members to run the event and also invites members of other clubs to bring their models and have a great day.

Hopefully we will get more event advertising this year and hence better attendance from the public.

VPA Model Engines Trophy – April 12th/13th

We are again hosting the VPA (Victorian Pattern Association) Model Engines Trophy over the weekend of April 12th/13th. This has been a regular event at our field for maybe two decades now. Goes back to our time at Bowes Road Ross Creek.

A number of helpers will be required on both days to assist with running the canteen. This will either be discussed at the meeting on Wednesday night or held over until the March meeting.

Our newer members might find it interesting to see this facet of our sport/hobby.

Autumn Scale Rally at Albury – 17th/18th May

Why not head up to Albury in May for the annual Autumn Scale Rally held by the Twin Cities club at their field.

They are blessed with great flying conditions – in fact I don't think they know what wind is up there.

David Balfour sent me their advertising flyer so I have included it here for your information.

They have a magnificent concrete runway to test your tracking skills during take-off. I mentioned the importance of undercarriage earlier on and on a hard surface that is where properly aligned wheels are important. A bit of toe-in on the mains for tail draggers is advantageous.

Autumn is the perfect time to visit the BorderRegion and fly in ideal weather conditions
This is a no competition rally open to all Scale Models, including ARF's and Non Builders of the model entries, so bring them all along, even if it looks scale, come and fly
Current MOP certificates will need to be sighted for models exceeding 7kg
Dinner Saturday night at a local Restaurant
WWW.TCMAC.COM.AU
Contact: David Balfour 0407953903

Event Calendar

Feb 2 nd 2014	VFSAA Scale competition – State Field
Feb 15 th (Sat)	VFSAA Training day – State Field
Feb 22 nd (Sat)	VFSAA Scale comp – GMAA, Dog Rocks
Feb 28 th -Mar 2 nd	Fun Fly weekend – Warrnambool
March 1 st /2 nd	Centenary of Military Aviation air display – Point Cook
March 8th (Sat)	VFSAA Scale competition – Yendon.
March 16 th	F1 Grand Prix – Albert Park
March 30th	BRMFC Annual Open Day – Yendon
April 6 th	Model Engines Day – P&DARCS
April 12th/13th	F3A Pattern Aerobatics Ballarat – Yendon (Model Engines Trophy)
April 25 th	ANZAC Day War Birds Hamilton – HMAAC
April 25 th -27 th	WW2 & Military Scale Event – Wagga
May	MAAA Council Conference – Northern Territory.
May 3 rd /4 th	VFSAA State Champs – BRCAC, Bendigo
May 17 th /18 th	Autumn Scale Rally Albury – TCMAC.
June 7 th /8 th	VicScale Trophy weekend – 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.

Cheque Accounts are alive and well



A balding, white haired man from Naples, Florida, walked into a jewellery store this past Friday evening with a beautiful much younger gal at his side.

He told the jeweller he was looking for a special ring for his girlfriend. The jeweller looked through his stock and brought out a \$5,000 ring.

The man said, 'No, I'd like to see something more special'.

At that statement, the jeweller went to his special stock and brought another ring over. 'Here is an absolutely stunning ring at just \$40,000'.

The lady's eyes sparkled and her whole body trembled with excitement. The old man seeing this said, 'We'll take it'.

The jeweller asked how payment would be made and the man stated, 'By cheque. I'll write it now and you can call the bank on Monday to verify the funds, and I'll pick the ring up Monday afternoon.'

On Monday morning, the jeweller angrily phoned the old man and said: 'There's no money in that account.'

'I know,' said the old man, 'but let me tell you about MY GREAT WEEKEND!'

You need to be able to speak the lingo, for this one....

Wiremu, a New Zealander, was on the dole in Australia but about to fly home to watch the Rugby World Cup and was not feeling well, so he decided to see a doctor.

"Hey doc, I dun't feel so good, ey" said Wiremu.

The doctor gave him a thorough examination and informed Wiremu that he had long existing and advanced prostate problems and that the only cure was testicular removal.

"No way doc" replied Wiremu "I'm gitting a sicond opinion ey!"

The second Aussie doctor gave Wiremu the same diagnosis and also advised him that testicular removal was the only cure.

Not surprisingly, Wiremu refused the treatment.

Wiremu was devastated, but with the Rugby World Cup just around the corner he found an expat Kiwi doctor and decided to get one last opinion from someone he could trust.

The Kiwi doctor examined him and said: "Wiremu Cuzzy Bro, you huv Prostate suckness ey."

"What's the cure thin doc?" asked Wiremu hoping for a different answer.

"Wull, Wiremu", said the Kiwi doctor "Wi're gonna huv to cut off your balls."

"Phew, thunk god for thut!" said Wiremu,

"Those Aussie bastards wanted to take my test tickets off me!"



Stop Press – too late already printed the hard copies.

A number of BRMFC members are going to Warrnambool this weekend for their annual Fun Fly event.