



# BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: [www.brmfc.org.au](http://www.brmfc.org.au)

Inc. No. A0001288M

## NEWSLETTER – January, 2011

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The next meeting of BRMFC is to be held out at the flying field on Thursday January 27<sup>th</sup> 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.

**\*\* Please note the change of meeting date due to Australia Day holiday \*\***

### Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. 2011 Avalon Airshow
5. Annual Display Day

### 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.*

The last meeting was held in November 2010. Please see the December 2010 newsletter for this item.



### Moving on

Andrew Bentley came out to the field on Sunday 9<sup>th</sup> January to let us know that he is moving back to Canberra for work and to return the Roy Gladman perpetual trophy. Andrew and his family have been in Ballarat (Buninyong) since 1997 but work with IBM has taken him on to the nation's capitol.

Andrew joined BRMFC on 24<sup>th</sup> February 2008 and learned to fly very quickly with the aid of one of the flight simulators on the market.

We wish Andrew and his family all the best for the future and enjoyed the time he was a member of BRMFC. Maybe one day he will be back! Andrew said he intends joining one of the clubs in Canberra.



### Safety Officers Report

Hello All

2011 seems to be going rather well with no major incidents, I will make one small request and that is on days when we have a lot of aircraft in the sky ie. Sundays please try to fly circuits, and by this I mean we all fly the circuits in the same direction!

You can still perform aerobatics as long as you check that as you pull vertical you are not going to cut somebody in half (some of the manoeuvres were being flown into oncoming traffic).

If we are all flying in the same direction the chances of a mid air are greatly reduced.

Above all let's be safe and enjoy ourselves.

Onwards and Upwards

Noel.



### VMAA/MAAA News

The 64<sup>th</sup> Nationals at Dalby Queensland went ahead as planned amidst the unprecedented flooding in the region.

The MAAA now has an official national's web site with all you need to know about the event and presumably future nationals. One would think that the MAAA web site would have a link to it – if it has it's not obvious.

Go to <http://www.maaanationals.com>



## New Models seen at field

It was a busy day at the field on Sunday 16<sup>th</sup> January. We had three models ready for test flights and a parachutist.

**G**lenn White had his latest – a 74" span Mew Gull ARF from Seagull models. The model is powered by an early model OS120FS (pre surpass version) and weighs in around 5kg. Glenn has given us a write up on the Gull so I'll hand over to him.



*Glenn's latest model – a 74" span Mew Gull ARF powered by an early model OS120FS.*

I have had a 120 f/s motor sitting on my bench for over two years so thought it was about time to find something to put it in. I had read the RCM test review on the ARF Seagull Percival Mew Gull and knew Murri Anstis had one for sale at a reasonable price.



*With its classic lines the Gull is a refreshing change from all the aerobatic models we see at the field.*

This is the first ARF I have assembled, I was really impressed with the way it was built and the way it went together. The only things I changed were the wing servo, cowl attachment points, undercarriage and hinges. The wing servos were recessed into the wing, the undercarriage wire was replaced and wheels raked

further forward. I also changed all the hinges to ¼ scale Dubro hinges.

The model only took a week to put together and was ready for a test fly last weekend (16<sup>th</sup> January). I am pleased that I used the web to check out a few blogs on the Mew Gull. It soon became apparent that there are a few problems with this model; every other photo was of the undercarriage ripped out of the wing or the spats through the back of the wing. All reports were that the ground handling left a lot to be desired and the model continually nosed over. The other concerning thing was that the C of G was way out making it tail heavy. The instructions read as follows: the centre of gravity is located 70mm back from the leading edge of the wing, measured at the wing tip. Since when do you use the wing tip?? One of the blogs had flown his model successfully with the C of G 100mm back, measured from the leading edge at the wing root. I decided to do the same and having raked the wheels further forward hoped it would improve the ground handling.

The weather conditions were perfect last Sunday (16<sup>th</sup>) so that was to be the day for its test fly. Followed by the usual words of encouragement "Tails too small. There's not enough elevator. Its gonna tip stall" etc.etc. The Gull was checked over by other sets of eyes making sure everything was as it should be. Airing on the side of caution I removed the spats for the first flight.



*Glenn and his latest – a Mew Gull ARF*

The old OS 120 started with ease swinging a 16/8 prop seemed to have ample power although it was running very rich on the low end. Not wanting to nose the model over taxiing Roger wheeled the Gull out to the runway. One final rev up and she was released, it tracked straight down the runway the tail came up nicely and only needed a small amount of elevator to prevent a nose over. Flying speed was soon reached, elevator eased back and away she went, bit of an anti climax really. Minor trims were made and it was soon flying hands off, the first thing noticed was that the ailerons were very slow and needed large amounts of stick movement. The Gull looks the part in the air even with the spats missing. I was a little worried about the motor being too rich on the low end so most of the flight was at full throttle.

Time to land; all that I could think of was not to get too slow, on the first approach. I kept a little speed up until the Gull passed over the edge of the crop but when I cut the throttle its nose lifted and ballooned upwards, power was applied for a go around.

The next time I was ready to apply a little down when the throttle was cut, this was better but still a little too fast so around we went again. Third time lucky, this time I got everything right and actually made a nice three point landing. There was no nose over but the Gull would not taxi through the grass.

The first landing may have been a fluke so I will leave the spats off for the time being. The motor has now been tuned properly so we will get some practice in next weekend weather permitting.

**N**ick and John were seen helping a visitor with a small electric model of a Piper Cub. They were working on the model on the bench seat outside the kitchen for quite some time. After a while they were all rummaging around in the grass beneath – dropped a tiny nut dam it!

Nick has been kind enough to give us a run down on what transpired so once again I'll hand over to a guest writer.

The owner is Keith, a full size pilot (I think Nick means a pilot of full size aircraft) who received the Piper Cub as a Xmas gift from his wife. Fully moulded in foam it was nicely detailed and came complete with 4 channel 2.4GHz radio, 6 channel receiver and all servos pre-installed but had very poor instructions for the motor, speed controller and radio. It included a 4 cell LiPo, brushless motor and 12x6 prop.

The previous Sunday, Keith visited the club to say hello and seek some help. Initially, the problem was getting the radio to bind. Eventually by going through the instructions and adding one more step – turn the transmitter off and on again – we got them talking. Keith left with the controls working but no response from the motor.



*Without the steerable tail wheel, Nick was having trouble controlling the little Piper Cub on the runway matting during takeoff but had no trouble on the adjacent grass.*

Last Sunday Keith came back with the motor sort of working. After a lot of fiddling it now started at half throttle. Without any speed controller programming instructions there was not much more we could do; so we did the usual checks, removed some glue from the hinges and adjusted servo directions, centring, and travel (by swapping servo arms). We were delayed by losing a tiny

nut and stripping a tail wheel grub screw but decided to fly without the tail wheel. It had an excellent range check so off we went.

It was impossible to taxi on the runway without the tail wheel but moving it to the grass (at RC's suggestion) gave us a straight takeoff run and it just floated straight up into the 10 knot breeze, only needing full down elevator to trim it hands free. It seemed a little low on power but handled very nicely. After a short uneventful flight the battery went back on charge before giving it another flight. The power was pretty much the same so perhaps the speed controller is not putting out full power? In any case there was enough power to do a roll and just make it though a roll after a decent dive for speed. Keith took the controls for some tuition and managed reasonably well.



*Nick is just about to touch down with the Cub.*

Maybe a touch more power after sorting out the speed controller would make it perfect, but overall it's a very sedate and predictable flyer, probably very scale like – if you like that sort of thing!!

**T**he next model to be test flown was Richard Turner's De Night Special 50 ARF. Richard being a relative newcomer to the hobby decided to err on the side of caution and asked A1 aka Graeme Allen to do the test flight. After the preliminary pre flight checks in the shed and a final review of the CofG it was out to the flight line.

Richard has done a very nice job of the De Night and has gone the extra mile with the exhaust system fully enclosed within the cowl.



*Richard asked A1 aka Graeme Allen to be the test pilot. The moment of truth!!!*

The OS 81 alpha four stroke was started and the model taken out to the end of the runway. Graeme gunned the

OS and the De Night tracked down the runway lifting off and climbing out without any dramas. A little trimming was all that was required to make it fly straight and level.



*Up, up and away. Snapped the De Night just as it left terra firma for the first time!*

After a few circuits Graeme brought the De Night in for one of the nicest landings we've seen. And being such lovely people we all let him know – we really did.

Richard has also given us some background information on the model.

I was lucky enough to receive this plane as a sixtieth birthday present from my family – I guess they knew his desire for this stunning plane.

During the 1950s and 60s, Bart De Night's one-of-a-kind Formula 1 speedster was a force to be reckoned with on the full-scale air racing circuit. Hangar 9 captured the look and feel of the De Night Special.

- Wingspan 58.5 in (1486mm)
- Length 45.4in (1153 mm)
- Wing Area 626 sq in (40.4sq dm)
- Weight 6¼ - 7 lb (2.8–3.2 kg)
- Engine 4-stroke OS 81alpha



*The proud father!!! Richard Turner is all smiles after a successful test flight.*

Later on in the morning after Graeme had left Richard took the DeNight up himself for a successful flight.

**R**ick Pimblott had a novelty to keep us all amused. He now has a remote controlled parachutist that is released from his large petrol powered Pilatus Porter.

A1 (aka Graeme) piloted the Pilatus with parachutist attached beneath by a release mechanism while Rick had the parachutist's transmitter. (I've never held a parachutist's transmitter!!!) Apparently the parachutist's arms move which are connected to the parachute sail by cords to provide some degree of directional control.

Graeme took off and flew the Pilatus around for a while and when they thought they had enough altitude and in a good position over the field the parachutist was released. It was then up to Rick to guide the parachutist down to a safe landing.



*Rick's remote controlled parachutist in front of Pilatus Porter powered by a 45cc Zenoah and fitted with release mechanism.*

Unfortunately it didn't go quite as planned with the little guy landing out in the crop. Rick said one of the cords had come off his hand limiting guidance.

Rick tried again last weekend (23<sup>rd</sup> January) with more success although it is a learning curve. The only chance you get to practice is when he's released from the plane. Rick has thought about climbing up a tree at home and releasing him, but on second thoughts gave the idea away.

Stop Press! We had more new models last Sunday the 23<sup>rd</sup> January.

**R**ichard Turner had another new model; this one is a Seagull Edge 540 powered by a Magnum 91 Four stroke.



*Richard's latest – gee two in the one newsletter. A Seagull Edge 540 powered by a Magnum 91 Four stroke.*

Richard asked me (Roger) to run an eye over it and the only thing I could find was he didn't have the supplied shake proof washers under the servo arm retaining screws on the Hitec metal gear servos. Machine screws are used on metal gear servos and they WILL come loose without a lock washer.

Richard decided to do the test flight with Max at his side for reassurance. Everything seemed to go okay with an uneventful flight. Smooth takeoff, smooth flight and to top it off a smooth landing! Richard has been getting this one ready with the expectation it will be a general "Sunday Morning" model.

Richard has supplied us with the following commentary on the Seagull Edge 540.

It was purchased to replace the departed Extra 330L and will use it as my hack plane to improve my flying skills. The manufacturer is Seagull. It was designed to have 3 servos in the rear end but this meant I needed to add 350g to achieve correct CFG. I was not happy with this so modified the plane by moving the servos to the centre. Test flight went well and all seems well.

- Wing span.....173.2cm
- Length.....154cm
- Weight.....3.8kg
- Engine.....Magnum FS91

John McLennan also turned up with a new model he has built for a few eyes to go over it before test flying. It's a Druine D-61 Condor based on plans drawn by E. Bryant in 1985. Wing span is 2160mm and weighs 6.7Kg and powered by an OS FS 120. The original first flew in 1955 and was designed primarily as a trainer. Planes built in England were known as the Rollason Condor and were popular at flying clubs throughout the UK, with several still flying.



John McLennan's Druine D-61 Condor based on plans drawn by E. Bryant in 1985.

I think everyone was suitable impressed with the model. The only immediate problem we could detect was the CofG. It appears to be a little tail heavy at the moment. John said it was right before he painted it. Just goes to show you have to be very sparing with paint particularly primer surfacer around the empennage.

Once the CofG is sorted out hopefully without adding too much weight it should be a good flyer.

Jeff Dowsley brought his still untested pusher model out so it could be test flown. We first saw this model, a Flycat-46 back in October 2010 where it featured in the October newsletter. Jeff had already lined up Len Astbury up to be the test pilot.

After assembling the model in the shed it was taken out to the pit area for fuelling and starting. Jeff started the Tiger Shark 46 two stroke with some difficulty as the prop is awkward to get at with the T tail. Once it was started the engine was tuned and tested for reliable running with nose up and down. There was some drop off when the nose was lowered which is the reverse of a conventional model.



Jeff's Flycat-46 with motor running is about to be taken out to the runway for its test flight.

Jeff took it out to the runway while Len had the transmitter. Jeff released the Flycat as Len opened the throttle. The Tiger Shark 46 pushed the model down the runway with ease and all looked pretty good. It then rotated and lifted off initially climbing out nicely then all hell broke loose.



Jeff is holding the Flycat-46 awaiting the nod from Len to release. Unfortunately I just missed Len in the shot during the heat of the moment.

All of a sudden it dived and hit the runway near the edge, up went a cloud of dust, rebounded back into the air gyrating up and down, while banking left to right. Len certainly had his hands full, but must have been getting the hang of it, as the gyrations gradually subsided and he managed to gain height. After a few more seconds just as the first 180 degree turn was completed the Tiger Shark said I've had enough and quit. If Len didn't have his work cut out for him he certainly did now. He managed to bring it down in the crop reasonably well but it dropped a wing just as it impacted causing a cartwheel. Fortunately there was very little damage.

Jeff said he will replace the Tiger Shark with his OS 46 for more reliability. Len was heard to mutter something about calling in sick the next time Jeff brings it out. Regarding the erratic flight we suspect it is a little tail heavy so Jeff plans to rectify that.



## A glider looking for a good home

John McLennan (Goldfields Model Supplies) was given a slightly damaged Broлга 2 sailplane complete with radio gear – no longer required by the owner. He requested John to give it to a worthy recipient – possibly one interested in modelling but unable to afford the entry costs. It comes with the original box, plans, instructions and a variety of bits and pieces. Anyone interested can contact John at the shop located at 819 Doveton Street North, Ballarat or ring on 5331 5990.

Sounds like a very generous offer to me.



## Crash Report

David Filmer came out to the field the Sunday before last after quite a long absence. He said that he had trouble with his knees and has been out of action for a while.

David had a flight or two with his P51 transitional model before giving his friend a go at the controls under the guidance of A1. He was doing okay for a while but unfortunately on one turn while turning towards himself the P51 overbanked, became inverted and of course headed for the ground giving Graeme no time to grab the Tx and save the model. Model went into the crop at full speed causing considerable damage and most likely is unrepairable.

David wasn't too concerned and said he'll have another model shortly. Rather unfortunate just the same.



## Tips & Tricks

### Ryobi Scroll saw blade

I (Roger) have been working feverishly on my Top Flite P47 Thunderbolt since New Year's Day after being a bit very slack on it for far too long. Actually I'm really enjoying getting back into some serious building.

Some time ago now, I redesigned the undercarriage to use Custom Retracts instead of Robarts and also made the retract geometry more true to scale after examining photos and drawings of the full size. In doing this I had to move the spar back 50mm and add a leading edge spar for strength. This allows the wheel to retract into the thickest part of the wing as does the full size. Anyway there'll be more on this in a later newsletter.

New rib doublers had to be cut for ribs 5 & 6. These were drawn up in AutoCAD for accuracy and ease of cutting out and were cut from 4mm 6 ply. All the lightening holes meant removing and fitting the blade in my Ryobi bench scroll saw many times. Well wouldn't you know it, as I went to remove the blade for the first inside cut after loosening the tensioning screw I grabbed the top of the blade with left thumb and fore finger and pushed down on the top of the blade holder to release the blade. Down went the blade because it wasn't at the bottom of the stroke and the sharp unused teeth at the top cut my thumb – arrrrrr!



*Masking tape on the upper teeth of your scroll saw blades readily identifies the top side of the blade and helps to prevent cut thumbs while fitting blades. Note aluminium table insert.*

Seeing as I could no longer hold the blade easily with a cut thumb, I neatly wrapped the top of the blade with a bit of 1" wide masking tape. Well that's the best thing ever for two reasons. Now it's obvious which end is the top of the blade when refitting and it can't cut my thumb again. Of course it's still easy to cut yourself while it's running though!!!

While on the scroll saw, years ago I made an aluminium table insert to replace the flimsy plastic one to prevent small work pieces bouncing. I can't tilt the table much with it fitted but I rarely do anyway.

### Razor plane

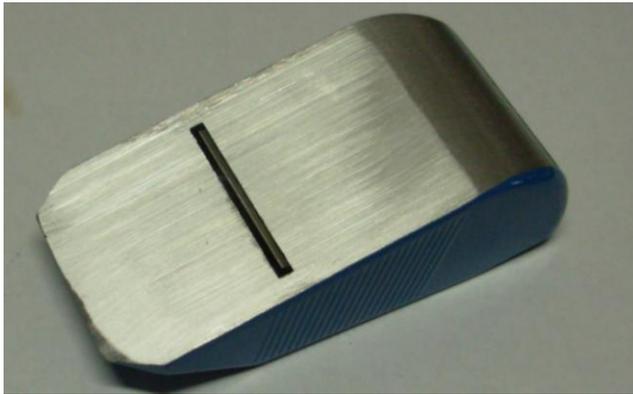
My first razor plane was a tiny ZIP plane which took the Gillette safety razors. I bought that circa 1970 from Dick Steel in Croydon and thought I was made.

When I first started the P47 I decided to get one of the newer *David* razor planes because it's difficult to get the blades for the ZIP plane and it was a bit too small anyway.

Every time I used the David plane it either didn't cut anything or it cut too deeply – just found it difficult to adjust correctly.

After getting frustrated with it a couple of weeks ago I took the blade out and put a straight edge across the base and held it up to the light. Alas there was a significant low spot near the blade which accounted for why it wouldn't

cut when trimming the edge of a long sheet. It would cut on short lengths.



*Make sure the base of your razor plane is flat – mine definitely wasn't making cuts unpredictable.*

They are only made from soft metal so I put it on the bench belt sander and ground the base down until there was no gap near the blade. I then finished it off with some carborundum paper on a flat surface.



*Squaring off the base of razor plane on belt sander – this made a remarkable difference to ease of use and effectiveness. Best to take the blade out first!!!*

What a difference a little session on a belt sander makes. The plane is now precise and easy to adjust. For general work, sit the base of the plane on a cutting mat and push blade lightly into mat and tighten. Seems to let enough blade protrude to cut and it is then square.



*I've always found adjusting the blade in razor plane a hit & miss affair. Sitting plane on cutting mat while lightly pressing blade holder and thus blade onto cutting mat then tightening seems to produce a reasonable cutting depth.*

If you don't have a cutting mat, then do yourself a favour and buy one. Years ago I used to cut balsa with a knife on the chipboard bench top. The trouble is the chip board dulls the blade very quickly and makes the blade run off track as it hits hard fibres in the board.



### Events

#### Xmas Party – by Matt Porter

BRMFC's 2010 Christmas breakup dinner was held on Thursday 16<sup>th</sup> December at Barkly's Restaurant just down the road from where yours truly resides. You would think that the short distance would be good incentive for the missus and I to walk to the venue, but after careful consideration we decided that walking would not create enough black balloons, so we drove 😊. There was a reasonably good turnout this year with the usual villains making up a majority of the numbers however there were a few new faces this time which is great to see. I sincerely hope the newbies enjoyed themselves and continue to come in the future.





*Looks like everyone's enjoying themselves – must be waiting for sweets. How do I know that? Dessert spoons are still on the table!*

From what I recall there was some nice Christmas fare served up at a pretty reasonable price although Max is a little peeved that the seating arrangements saw the group split into two and that they charged us \$2 more per person than had initially been agreed upon. I have heard a whisper though that there may have been a couple of people who pulled a swifty and got their meals for nix. You know who you are, wink wink, lucky buggers!

Mr McLennan & Ms Walker were the very surprised and very happy winners of the Christmas hamper this year. It was decided at the November meeting that the makeup of the hamper and the format of ticket sales would be different this year with members not making donations to the hamper and tickets only being sold to club members. This meant we would not make a large profit from the raffle however it did mean that a club member or partner would win it instead of a ring in like most other times.



*Jeff Dowsley's wife Christine is drawing the lucky winners of the raffle officiated by President Matt Porter.*

Max wanted to try something different this year and at the November meeting he dobed himself in to organise some small gifts and to come up with some frivolous activities to make the breakup more enjoyable. Well I can say that he did not disappoint, the paper aeroplane contest was a great success even though there appeared

to be some attempted cheating going on and the lucky dip/lucky number draw was also good fun. I think we should continue these activities at future events or maybe we could try a *paper helicopter* contest next time, see who can *get it up the farthest*, pardon the superlative 😊.



*John and Tina were the lucky winners of the raffle.*



*Graham Waterhouse also won a bottle of wine as a second raffle draw. By chance it turned out to be the same red wine Glenn and I were enjoying, so we knew where to come for a second.*

On a final note I would like to thank Glenn & Judy White whom once again put the hamper together and Max & Judy Rowan for organising and wrapping all of the lucky number prizes.

#### *Club Christmas party Raffle – by Glenn White*

This year we ran the raffle using a different format; Max had suggested at the last meeting that we break it down and have more prizes. We have always run the Christmas raffle with the intention of making a profit by selling as many tickets as possible and by doing this you always run the risk of someone unknown to the club winning it. What was done this time seemed much fairer to the club, a small Christmas hamper was purchased and raffled off in the usual manner but tickets only being sold to club members and their family/friends. Also Max was given extra money from the club to purchase ten or so items which were wrapped and given away as door prizes, each

couple were given a number when they arrived at the venue so you had to be there to win. It all went off really well with most of us winning something.



## Coming Events

### VFSAA Sport Scale – 6<sup>th</sup> February

We've got a round of sport scale coming up on Sunday 6<sup>th</sup> February at our field. This event is run by the VFSAA (Victorian Flying Scale Aircraft Association) and it would be a great opportunity for some of our members to show off their scale models and try their hand at competition flying. It would be nice to see some new faces having a go.

There are ten judged manoeuvres which include takeoff and landing. The other compulsories are a figure eight and a descending 360° circle which leaves six optional manoeuvres that must suit the prototype (aerobatic or non-aerobatic). Two classes are run – Scale and ARF Scale.

The latest official FAI rules for flying scale model aircraft can be found at:

[http://www.fai.org/aeromodelling/system/files/SC4\\_Vol\\_F4\\_Scale\\_11.pdf](http://www.fai.org/aeromodelling/system/files/SC4_Vol_F4_Scale_11.pdf)

A better option is to bookmark the web page because the document will be updated from time to time. Navigate to: <http://www.fai.org/aeromodelling/documents/sc4> and click on the download link for *F4 Flying Scale Models*.

### Warrnambool Annual Fun Fly – March 5<sup>th</sup>/6<sup>th</sup>

A number of us expect to go down to Warrnambool on this weekend for the Warrnambool club's open day. Some may go on the Sunday only as it's not all that far.

We've gone down for the last five years and had a great weekend. They have an excellent field and are very easy to get on with. You can fly any type of model there.

If you are going, contact one of us for directions as it is tricky to find. It's actually about 5km to the north of Koroit.

Unfortunately this year it coincides with the air show at Avalon so I'm not sure what will transpire regarding these two events.



## Event Calendar

Dec 28<sup>th</sup> – Jan 7<sup>th</sup> 64<sup>th</sup> MAAA Nationals – Dalby, QLD.

Jan 16<sup>th</sup> 2011 VFSAA Scale Rally – Werribee.

Jan 29<sup>th</sup> (Sat) VFSAA Sport Scale – State Field

**Feb 6<sup>th</sup> VFSAA Sport Scale – Yendon.**

Feb 13<sup>th</sup> VFSAA Sport Scale – Lilydale

Feb 27<sup>th</sup> Monty Tyrell Scale Rally – P&DARCS.

Feb 27<sup>th</sup> Display Day – Camperdown.

March 4<sup>th</sup> – 6<sup>th</sup> Annual Fun Fly – Warrnambool.

Mar 5<sup>th</sup> (Sat) VFSAA Sport Scale – State Field

Mar 1<sup>st</sup> – 6<sup>th</sup> Airshows Downunder 2011 – Avalon.

Mar 20<sup>th</sup> Twins and More – State Field

Mar 20<sup>th</sup> Public Display – Keilor

Mar 25<sup>th</sup> – 27<sup>th</sup> F1 Grand Prix Melbourne

**April 3<sup>rd</sup> Annual Display – Yendon.**

April 9<sup>th</sup>/10<sup>th</sup> VMAA Trophy – State Field.

April 9<sup>th</sup>/10<sup>th</sup> Bowlyie Large Scale Rally – Gundaroo.

April 15<sup>th</sup>/16<sup>th</sup> Victorian State Champs Scale – P&DARCS. (Friday & Saturday)

April 16<sup>th</sup>/17<sup>th</sup> VPA Model Engines Trophy – Yendon.

April 22<sup>nd</sup> – 26<sup>th</sup> Easter break.

April 22<sup>nd</sup> – 24<sup>th</sup> WW2 & Military Scale – Wagga Wagga.

May 1<sup>st</sup> Foamy Pylon Racing – Greensborough (Run by Aust. Electric Flight Association)

May 7<sup>th</sup> (Sat) VFSAA Sport Scale – State Field

May 21<sup>st</sup> – 22<sup>nd</sup> MAAA Council Conference – Canberra

June 11<sup>th</sup> – 12<sup>th</sup> Golden Era Air Races – Cobram

That's all for now. Good flying.

G.W & R.C.

## Time for some Frivolity!!!

Note: If easily offended please skip this item. It contains adult themes, but no crude language or nudity.

Japanese scientists have now created a digital camera with such a fast speed that it's now possible to take a photograph of a woman with her gob shut.

Turned on my SatNav and it said 'Bear Left' and there was the zoo. How good is that?

I hate all this terrorist business. I used to love the days when you could look at an unattended bag on the train or bus and think "I'm #@\$\$% having that!"

Man lost in a hot air balloon over Ireland. He looks down and sees a farmer and shouts to him, "Where am I?"

The Irish farmer looks up and shouts back "You can't kid me ya b'stard, you're in that #@\$\$% basket!"

Paddy is cleaning his rifle and accidentally shoots his wife. He dials 999.

Paddy says "It's my wife, I've accidentally shot her. I've killed her"

Operator "Please calm down sir. Can you first make sure she really is dead?"

CLICK, BANG

Paddy "OK, done that, what next?"



Don't forget – the club meeting is Thursday night this week because Australia Day falls on the Wednesday.