



NEWSLETTER – June, 2011

Committee 2010/2011

President:	Matt Porter	(0466 148 637)	Public Officer:	(The Secretary)	
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Returning Officer:	(The Secretary)		Field Maintenance:	Max Rowan	(0409 011 160)
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The next meeting of BRMFC is to be held out at the flying field on **Wednesday June 22nd 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. Field Maintenance
3. Club History Compilation for Web Site
4. Roy Gladman Competition
5. BRMFC AGM (July)
6. Springfest Site
7. Visitors book/Incident book

Driveway Access

With winter upon us and the rain well and truly setting in please be cautious when entering and leaving the field with the large amount of water sitting on the driveway. I've observed a couple of vehicles over the last few weeks driving quite fast through the water causing a bow wave that an oil tanker would be envious of and spraying water half way across the paddock. As smart as it might seem to clear the water away using this method all it effectively does is dislodge the road base and send it off to the side and causing large ruts in the driveway. If everyone could please drive slowly through the water and keep your hooning for the flight-line then hopefully we won't have to do too much shovelling of gravel once the weather gets better. *Many thanks, Matt Porter President.*

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.

Relocation Sub-Committee

Max Rowan, Matt Porter, Jeff Dowsley, Nick Katsikaros met up with John McLennan at of Dynamic Flight and discussed with Rohan Holtkamp the suitability of the Trawalla site on the 1st May. It was agreed that the site could be suitable, but the distance from Ballarat is possibly too far. A possibility if no alternative site could be found. Members are encouraged to keep looking.

General Business

1) Field Maintenance

- a) Matt P. collected the new drum of methanol.
- b) Need a new stock of fuel sales sheets.

2) Club History Compilation for Web Site

Murri Anstis reported that he is continuing to collect and collate information.

3) Roy Gladman Event

Waiting until later in the year when the weather improves. (Matt to print out the VMAA events calendar, laminate and affix to the Club room wall.)

4) Past Presidents

It was agreed that a list of past Office bearers should be listed on the web site, and possibly an Honour Board for the Club rooms.



Membership Fees 2011/2012

Subs are due by the **First day of July 2011** (1st July 2011), so please make an effort to get to the next meeting with the membership form filled out along with your payment or better still make a direct deposit into the clubs account. This can easily be done online or by your bank teller using the bank details listed on the payment form. Now if you have to go to the bank to draw out the money

you might as well instruct the teller to pay it directly into the club's account.

Subs have risen by \$5 in total which is roughly the CPI for the 12 month period making the senior fee \$195. This consists of \$2 for the VMAA/MAAA component and \$3 for the club.

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

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

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

It is a condition of our MAAA insurance that your club is affiliated with the VMAA and has re-affiliated by the 1st of July. This is irrespective of whether or not club members have paid their fees. Please be assured the secretary has sent in BRMFC's re-affiliation form and has received acknowledgement by way of the member affiliation forms.



VMAA News

VMAA/MAAA Fees for 2011/12

The Fee's for 2011 / 2012 are: these fees along with Club Registration are to be paid to the VMAA by the 30th June for Clubs/Members to be covered by the MAAA Insurance

	MAAA	VMAA	Total	½ Yearly Fee's
Seniors	\$60	\$50	\$110	\$55.00
Juniors	\$30	\$25	\$55	\$22.50

Note: ½ Yearly fees only apply to a person who has not been an MAAA member the previous membership year is entitled to half MAAA fees. Current MAAA Rules require that any person who was a member in 2010-2011 shall still pay the full fee. Clubs should note that Concessional Membership is only available to new members and those who have not been affiliated since 1st July 2009.

Clubs are also reminded that it is a requirement that Date of Births be submitted with all junior members. It also is beneficial to supply date of births for ALL members.

MAAA Inspectors Ratings

All Inspectors' are required to re-new their Inspectors rating. Can clubs please check with their Club Inspectors that they have re-applied to maintain their Inspectors rating?

2011 VMAA Elections

Murray Ellis will not be standing for President at the next Elections therefore we will be asking for nominations for President.

Carl Bizon our current Vice President has nominated for the position of President, if Carl is successful in obtaining the position of President, the Vice Pres position will become vacant.

Therefore it is required to ask for nominations for the position of Vice President.



New Models seen at field

Richard Turner's latest is an electric powered WW2 Corsair fighter. The model is constructed from foam and also has retractable main wheels that rotate as they fold back.

Richard and his wife go on an extended caravan holiday during the winter months and Richard thought it would be ideal to take along. The Corsair really looks the part in the air as can be seen by the photo below.



Richard Turner is pictured here on Sunday 29th May with his latest model. It's an electric powered foam constructed Corsair. He plans to take it with him on their caravanning holiday.



I thought this shot of Richard's Corsair on a low pass over the field came out really well. It almost looks like the model has been superimposed on the background. I guess the camera focused right on the model as it flew past.

Glenn likes his 46 powered Hornet's for terrorizing us at the field. This is his latest one which replaces the all white one that had to be retired and literally falling to pieces after many, many flights.

Unfortunately the test flight was more challenging than Glenn expected. I remember seeing it pitching quite

violently as Glenn tried to trim it out. Realizing something must be wrong Glenn managed to land it safely.



Glenn with his latest Hornet "knock about" machine.

On examination it was found that one of the wing hold down bolts was interfering with the elevator control. Once this was overcome the model flew as expected. However on the next flight the engine stopped necessitating a landing in the water sodden out field. Glenn said the wing sustained some damage as the wheels dug in and it might be quicker to build a new wing.



The walk of shame – I found out what that was like only minutes earlier.

Sunday 29th May was a busy day for new models.

Keith Rule also had a new electric powered foam model to test fly. I'm not sure what transpired on the day only that Nick K. was assisting Keith.



Keith Rule with his latest model at the field on Sunday 29th May.

Mat's thirst for speed has necessitated the acquisition of a jet. This one is an electric ducted fan powered Euro fighter. Mat brought it out to the field on Sunday 19th June for a test flight but as predicted the conditions were unsuitable. The model from Extreme Hobbies is of foam construction and has an impressive amount of detail both aesthetic and functional. Some of the models specifications and features are:

- 1.3m fuselage, 980mm wing span.
- Weighs in at around 2kg.
- 11 servos controlled by 9 channel 2.4GHz receiver.
- Thrust vectoring on both jet exhausts.
- Controllable canards.
- Electric operated and sprung retracts.
- 90mm ducted fan powered by a brushless outrunner motor using a 6 cell 4500mAh LiPo battery pack. Power consumption is 1.75kW.



Mat's latest is an electric powered Euro Fighter. Stay tuned for the test flight. That makes three electric powered foam models this month!!!

It has an incredible amount of static thrust so it shouldn't have any trouble getting off the runway in a few metres. In fact we reckoned if we'd put two of the tables together it would have shot off out the garage door in carrier deck style.

I suspect it won't be long before we're treated to the aroma of burning kerosene at the field!!!



Shenanigans at the Field

With the VicScale trophy coming up at Shepparton I (Roger) decided to do a few practice flights with my Super Stearman on the Sunday (29th May) two weeks before the event. The day presented us with good flying conditions so I thought I'd also take my old faithful Cessna 182 out as well. The last time it flew I wasn't happy with the way the engine ran and that was following on from a dead stick landing at Ararat some months before. That incident damaged the already tatty spats which encouraged me to replace them with new ones.



Roger's Top Flite Cessna 182 powered by an OS 120 FS P out at the field on Sunday 29th May.

I flew the Cessna first and had a couple of flights – the engine seemed to run reasonably well, but I couldn't get it to rev up on start up for the third flight. The fuel valve poppet was sticking in after removal of the filler probe which means the O rings need replacing again. This also happened when it was filled for the first flight requiring the poppet to be extracted with needle nose pliers to make it seal. Fortunately I found some the right size in a kit of O rings bought from Bunnings some time ago that do the trick. The valve is over 10 years old and the O rings were replaced in 2005 so I guess they need replacing again. I don't think it is sealing properly and the engine is sucking air thus preventing it from revving up.



First flew at Bowes Road Ross Creek on 16th January 2000. Model has 167 logged flights since then and flew at Avalon Airshow in 2005 on the Saturday and Sunday.

Putting the Cessna aside I turned my attention to the Stearman. Everything seemed normal; the OS 200 started promptly and revved up okay without any adjustments. After flying around for a while it was obviously not pulling as it should and the engine had a peculiar note. In fact Noel noticed it while he was flying and remarked that it didn't sound right. It was then that I decided to land, but with the noise of several other models in the air I didn't realize soon enough that the engine had stopped, otherwise I would have made a shorter approach. That being the case a dead stick landing in the outfield was imminent. The Stearman touched down gently and ran along for a while until the wheels settled into the mud causing it to nose over. Fortunately it had almost stopped rolling before it went over and secondly it was travelling in the direction of the furrows created by the recent crop sowing. (If you have to land in the outfield make sure the model is travelling east/west. If north/south the furrows will most likely rip out the U/C.)

Well – the walk of shame to retrieve it! When I got back to the pits I find my camera has been used to record the evidence. Who would do that sort of thing!!!



Luckily there was no damage but the model was liberally coated with mud. The field was (and is) extremely wet – I doubt if a full size Stearman could land on it without nosing over.



Just a bit of mud and bruised pride!!!

On examination back in the pits it seemed that the cause of the dead stick was simply too lean on the mixture. I have a wire extension with a short right angle bend extending through the cowl with a 'texta' mark where it runs. I like this method but there is one danger, when cleaning the model it can get caught by the rag and moved. I know this has happened on several occasions and I've reset it back to the mark.

It had two more flights on the day and ran like clockwork so the lean mixture must have caused the flame out.



Crash Report

We heard it on the grape vine up at Shepparton that one of our members had a serious incident at Albury during their recent Scale Rally. No doubt we will hear more about this at some stage.



Tips & Tricks

Don't be tempted to purchase cheap 2.4GHz radios particularly those offered online unless the set is *accepted* for use by the MAAA. By doing so you are not only putting your model at risk but the safety of other people at the field and their models as well.

Always check the **MAAA 2.4GHz Equipment Policy MOP058** before making your purchase. The policy is updated frequently and can be found on the MAAA web site using the link:

<http://www.maaa.asn.au/maaa/mop/policy/MOP058%20-%20Policy%202.4%20GHz%20EQUIPMENT.pdf>

Note: If for some reason the link is no longer valid, browse the MAAA web site <http://www.maaa.asn.au> and you will find it under **Manual of Procedures**.

All operators of 2.4GHz R/C equipment should read this document regularly and take note of any new guidelines published by the MAAA.

As a club we should consider adding adherence to the MAAA policy to our flying safety rules in the same way as 36MHz radios need to be certified.



Events

VicScale Trophy – Shepparton 11th/12th June

The Queen's birthday long weekend in June means a drive up to Shepparton to participate in the VFSAA VicScale Trophy. This year six of us made the trip from Ballarat Max and Judy, Mat, Noel, Roger and me (Glenn). With the competition being held in winter we usually take plenty of warm clothing to ward of the cold but this year it wasn't needed, we couldn't have wished for better conditions.

We arrived out at the field around 8.00am to find Mat already on the flight line having a fly. With the weather being so poor the weekend before in Ballarat we were unable to get any practice in so it was good to be there and set up in time to have a quick fly before the comps got underway just after 9.00AM.



Models belonging to BRMFC members who entered. Roger's Super Stearman, Mat's Extra MX2, Max's Pawnee, Glenn's winning Extra, Roger's P39 and Noel's Gypsy Moth

A round of ARF was flown first. There were eleven entrants and Roger was first up.

In the early morning the sun is a bit of a problem when flying off the east/west runway so as there was hardly any wind the judges were set-up on the north/south runway. We were moved along smartly as one contestant landed the next in line had his motor running ready to go. Roger Max and I were the only Ballarat members to fly in ARF, Roger with his Stearman, Max with his Pawnee and me with my Extra. Roger put in a good flight but he couldn't get the normal amount of power from the OS 200, it was discovered on landing that the muffler had come loose (could this be poor maintenance and following on from a dead stick at home two weeks prior?). Max and I were only ordinary I think mine was the worst comp flight I've ever had; I cannot cope with the sun at one end of the runway.



Whilst the day was sunny – it still gets cold sitting. Mat had his first go at judging and said he learned a lot. Anthony Mott left and David Anderson on the right.

The only mishap was with Gary Sunderland's Me 109, he had a dead stick and attempted to land downwind the model bounced and cart wheeled causing some minor damage.

Next up was Large Scale with seven entries. We had two from Ballarat; Noel with his Gypsy Moth and Roger with his 35 year old P39 Airacobra. This was the only category to have static judging. David Law flew his Vampire and was always going to be hard to beat but after the first round Noel had the best flight score. The only casualty was Noel Whiteheads Corsair; it suffered undercarriage damage after a heavy landing. Noel had the landing nicely set up but stretched it out too much causing the Corsair to suddenly sink and bounce heavily a couple of times.



Our Mat is waiting in the start up box for his first flight with his Extra MX2 in Extra Large Scale.

Next it was the turn of the Extra Large Scale, six entries one from Ballarat, Mat with his Extra. They all flew well and the scores were very close.

We didn't stop for lunch so the second round of ARF got underway. Being later in the day the sun had moved sufficiently enough to allow the east/west runway to be used. Most of us improved our scores. Max had a much better score a big improvement on his first flight. Roger had the highest flight score for the second round; he was now neck and neck with Noel Whitehead.



Noel's Gypsy Moth on takeoff. This one couldn't have scored ten – wings aren't perfectly level!!!

In Large Scale Noel put in a better flight with the Gypsy but so did David the gap between first and second didn't get any smaller. Gary had the misfortune to lose his motor again this time on his Fokker D7; the model was damaged on the ensuing heavy landing. Gary had a rather unlucky weekend damaging both models entered and accounted for all the mishaps.

Mat had a good flight in the second round of Extra Large but had the problem of trying to keep up with the impressive Spitfire of David Law.



David Law's (right) very impressive Spitfire which came first in Extra Large Scale. Clive Butler is on the left and flies the big CAC Wirraway.

After a great day flying most of us met at the RSL club in Shepparton for a meal and get together.

Sunday morning was a repeat of Saturday, perfect. The flying order wasn't changed so Roger was again first to fly. We all put in better scores I improved dramatically.



Steve Malcman's Cessna 182 takes a bit of hanging on to as you can see. The DA 150cc twin has a lot of pull. Model is very impressive and Steve flies it well – he does particularly good side slips on landing approach, right down to a few feet off the ground.



Clive Butler's huge CAC Wirraway powered by a 5 cylinder Moki petrol radial engine of around 200cc. Clive makes it all the way from Tasmania. Model is highly detailed and impressive in the air both visually and engine sound.

One or two pilots did not fly on the Sunday so we were easily able to get our two flights in. The scores were all tallied only the best two flights were counted plus static in large scale.

The CD, Keith Schneider presented the trophies around 3:30PM and also handed out goody bags to all the entrants. I believe they are heavily sponsored by Model Engines so we thank them for their generosity.

David Law won the overall VicScale Trophy while Ballarat did well accounting for four trophies, one third, two seconds and a first.

See the score sheet further on.

We must thank the Valley Radio Flyers for making their field available once again for this event and especially to the members who ran the canteen. The Shepparton field would be one of the best fields around without a doubt and combined with the temperate weather conditions it is an excellent venue to hold competitions.



Event Calendar

June 11th/12th Golden Era Air Races – Cobram
 June 11th/12th VFSAA VicScale Trophy – Shepparton

- June 22nd **BRMFC General Meeting**
- July 16th/17th Pylon Racing – Bendigo
- July 17th VFSAA Scale Rally – Bacchus Marsh
- July 27th **BRMFC AGM**
- August 7th VFSAA Sportscale – Keilor
- August 27th/28th VFSAA comp & Rally – TCMAC Albury
- September 11th Monty Tyrell Scale Rally – P&DARCS
- Sept 17th/18th Mammoth Scale Fly-In – Shepparton
- October ?? Scale State Champs – Date & venue to be confirmed
- October 30th **VFSAA Sportscale – BRMFC**
- Nov 26th/27th Annual Fly-In & Swap Meet – Hamilton
- November 27th OS Engines Fly-In – P&DARCS
- December 4th VFSAA Scale Rally/Mini Comp – Nepean
- January 1st 2012 **BRMFC Sausage Sizzle – Bunnings Ballarat**

That’s all for now. Good flying.
G.W & R.C.

******* WANTED TO BUY *******

- Airborne Magazine – issues 207 & 211.
- Australian RCM News – issues: 75, 76, 78 & 82.

If in good condition will pay the cover price.

Please contact Murri Anstis on 0423 644 574



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.

All drugs have two names, a trade name and generic name.

For example, the trade name is Tylenol and its generic name is Acetaminophen. Aleve is also called Naproxen.

Amoxil is also called Amoxicillin and Advil is also called Ibuprofen.

The FDA has been looking for a generic name for Viagra.

After careful consideration by a team of government experts, it recently announced that it has settled on the generic name of Mycoxafloppin.

Also considered were Mycoxafailin, Mydixadrupin, Mydixarizin, Dixafix, and of course, Ibepokin.

A major drug corporation announced today that Viagra will soon be available in liquid form, and will be marketed by a soft drink manufacturer as a power beverage suitable for use as a mixer.

It will now be possible for a man to literally pour himself a stiff one. Obviously we can no longer call this a soft drink, and it gives new meaning to the names of 'cocktails', 'highballs' and just a good old-fashioned 'stiff drink'.

Reportedly the new concoction will be marketed by the name of: MOUNT & DO.



A few more photos from Shepparton



ARF Class – VicScale Trophy Shepparton

Pilot	Model	Flight 1	Flight 2	Flight 3	Flight 4	Static	Total	Place
Glenn White	Great Planes Extra (3MM 53cc)	1998	2044	2372	2438		2405	1 st
Noel Whitehead	Great Planes RV4 (OS 120 FS)	2285	2285	2451	2348		2399.5	2 nd
Roger Carrigg	G/P Super Stearman (OS 200 FS)	2220	2357	2371	2405		2388	3 rd
John Lamont	Extra – Marathon (OS 120 FS)	2155	2290	2341	2298		2319.5	4 th
Haydn Hampson	Zero (Approx 88")	2385	2221	2220	-		2302.5	5 th
Ian Lamont	Extra – Marathon (OS 120 FS)	2106	2305	2299	2286		2302	6 th
Steve Malcman	Cessna (Approx 82" – twin cyl FS)	2088	2287	2282	2241		2284.5	7 th
Max Rowan	Piper Pawnee (Magnum 52 FS)	1504	2029	2099	2154		2126.5	8 th
Paul Winter	YAK 54 (Attended Sat. Only)	1745	2209	-	-		1977	9 th
Danny Malcman	SpaceWalker	1661	1815	1685	1727		1771	10 th
Gary Sunderland	Me 109	1218	-	-	-		609	11 th

Large Scale Class – VicScale Trophy Shepparton

Pilot	Model	Flight 1	Flight 2	Flight 3	Flight 4	Static	Total	Place
David Law	De Havilland Vampire (Turbine)	2261	2659.5	2793	2806	2947.5	5747	1 st
Noel Findlay	De H. Gypsy Moth (OS 120 FS)	2365.5	2528.5	2562	2658.5	2674.5	5239.7	2 nd
Clive Butler	CAC Wirraway (Moki 5 cyl rad)	1796	2401	2416	-	2673.5	5082	3 rd
John Lamont	SpaceWalker (OS Gemini)	2028.5	2218.5	2356	2338.5	2625	4972.2	4 th
Gary Sunderland	Fokker D7	1924	2078.5	-	-	2257.5	4176.7	5 th
Roger Carrigg	P39 Airacobra (Magnum 91 FS)	2168	2268.5	2299	2279.5	1620	3905.2	6 th
Noel Whitehead	F4U Corsair – Topflite kit	2252.5	-	-	-	2067	3193.2	7 th

Extra Large Scale Class – VicScale Trophy Shepparton

Pilot	Model	Flight 1	Flight 2	Flight 3	Flight 4	Static	Total	Place
David Law	Spitfire	2384	2468	2384	2549		2508.5	1 st
Mat Werner	Extra MX2 (DLE 111)	2211	2205	2399	2472		2425.5	2 nd
Steve Malcman	Cessna 182 (DA 150)	2168	2355	2302	2241		2328.5	3 rd
Anthony Mott	Cessna 182	2128	2278	2358	2191		2318	4 th
Tony Greiger	Piper Cub	2057	1879	2091	2323		2207	5 th
Paul Winter	Piper Cub (Attended Sat. Only)	2223	1972	-	-		2097.5	6 th



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.brmfc.org.au

Inc. No. A0001288M

MEMBERSHIP PAYMENT FORM – 2011/2012

Date:.....

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

Tick membership type below and write amount applicable in column on right hand side of sheet and fill out tear off receipt.
Note: VMAA fee includes MAAA affiliation & insurance. Pension rates are shown in brackets () – Club's 10% discount. To qualify you must have a Government Concession Card with **Full Medical Entitlement**.

New member. (Existing members ignore this)
 Joining fee **\$10.00 + \$10.00** refundable gate key deposit (receive starter pack)----- Amount: \$.....

Senior member plus VMAA – Full member benefits, any person 18 years or over before 1st July 2011.

Club	\$85.00	(\$76.50)	
VMAA	\$110.00	(\$110.00)	
Total	\$195.00	(\$186.50)	-----\$5 more than last year-----

 Amount: \$.....

Senior member – Full member benefits, any person 18 years or over before 1st July 2011.
 VMAA fee is paid through another club and you intend to fly regularly at our field.
 Name of other club:.....

Club	\$85.00	(\$76.50)	-----
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 Amount: \$.....

Junior member plus VMAA – Any person under 18 years before 1st July 2011.

Club	\$42.50	(\$38.25) – 50% of senior membership fee	
VMAA	\$55.00	(\$55.00)	
Total	\$97.50	(\$93.25)	-----

 Amount: \$.....

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

Club	\$57.00	(\$51.00)	-----
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 Amount: \$.....

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

Club	\$21.00	(\$19.00)	-----
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 Amount: \$.....

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

Club	\$95.00	(\$86.50)	
VMAA	\$110.00	(\$110.00)	
Sub-Total	\$205.00	(\$196.50)	-----

 Amount: \$.....
 Person 2 **\$55.00** or **\$110.00** (**\$55.00** or **\$110.00**) VMAA fee ----- Amount: \$.....
 Name:..... D.o.B. MAAA (AUS) No:.....
 Person 3 **\$55.00** or **\$110.00** (**\$55.00** or **\$110.00**) VMAA fee ----- Amount: \$.....
 Name:..... D.o.B. MAAA (AUS) No:.....
 Person 4 **\$55.00** or **\$110.00** (**\$55.00** or **\$110.00**) VMAA fee ----- Amount: \$.....
 Name:..... D.o.B. MAAA (AUS) No:.....

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

Yearly subs are due on 1st July 2011. A \$5 administration fee applies to renewals, if fees are not paid by the due date.
 Please remit this form and the amount payable to the Secretary at: *514 Somerville Street, BUNINYONG 3357.*
 To make a Direct Deposit (**the preferred method**), please use the following instructions:

Direct Deposit Bank Details: ANZ, BSB: 013799, A/C: 3169 28278, A/C Name: Ballarat Radio Model Flying Club Inc.
Remember: state your name in the bank transaction details so the deposit can be accredited to you. Also circle "direct deposit" above and write your bank receipt number alongside before **forwarding** to the Secretary. This can be done online or at your bank.

BALLARAT RADIO MODEL FLYING CLUB Inc – Membership payment receipt Date:
 Received the sum of \$..... (club: \$ / vmaa: \$) from..... Payment by: *cash / cheque / direct deposit*
 Being BRMFC Membership for the financial year **1st July 2011 to 30th June 2012** Signed:.....

