



NEWSLETTER – June, 2014

Committee 2013/2014

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Public Officer:	(The Secretary)
Publicity Officer:	(Vacant)
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Note the meeting location.

The next general meeting is to be held at the **Field Air Offices at Ballarat Airport** on **Wednesday June 25th 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. We might be hungry...

Agenda Items for the next meeting

1. Revision of the constitution
2. Committee of management meeting
3. Wind farm
4. Field Maintenance
5. Other general business items
6. Agenda and location of 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.

6. Reports

I) Management Committee Report.

a) Meeting held at Yendon Flying Field 18 May. Agreed to accept the fee associated with extending the lease with the new owners.

b) Agreed to support Noel Findlay's foray at the international F4C scale competition, by members making private donations.

II) Relocation Working Party

M Rowan reported that there has been some interest in reserving some land for the Sporting

Car Club and some other clubs. It may be possible to co-locate if the land area is large enough.

III) Fly Ins

Mat Werner attended several events, including one in SA. Sadly, the tail on the Mat's Yak broke off just before a snap roll while Mat was in first place in the competition. Still managed to achieve a third place.

7. General Business

I) Wind Farm

No change to the W-Wind web site. J Dowsley contacted the West-Wind project manager for the Lal Lal wind farm, Steve Crowe, who advised that the turbine foundations should be poured Q1 – Q2 2015, and the turbines erected approximately 12 months after the foundations have been poured.

II) Field Maintenance.

(1) M Rowan has had a look at the electrical short situation, and the fault has cleared;

(1) M Werner reported that the mower has been repaired; and

(2) Rabbits are still an ongoing problem.

II) 2015 Display Day

After some discussion 29th March 2015 was selected as the best date.

Secretary to advise VMAA and book signage with BRI for display of Banners.

8 Other Business

Nil.

9 Agenda Items for next meeting

As per April Meeting. (Include Xmas in July function.)

Meeting location

The next meeting will again be held at *Field Air, Ballarat Airport on 25th June 2014.*

Meeting Closed 9:11PM



VMAA/MAAA News

The state associations distributed this letter to club secretaries on behalf of the MAAA. It is included here for the benefit of those who rely on printed material.



16 June 2014

Attention: Members
Model Aeronautical Association
of Australia

Dear Members

Is the MAAA still recognised by CASA as an RAAO?

By now you've seen some of the exciting changes at the MAAA. We're looking forward to bringing you our new website soon and will continue to provide management support to help our clubs deliver the highest levels of service to new and existing members.

The MAAA believe it is necessary to be open and accountable to our members. As such, we have recently been in contact with the Civil Aviation Safety Authority to clarify a number of matters.

Attached for your information are a number of questions and the answers provided by CASA.

As an organisation, we will continue to move forward and have received some very positive feedback about Wingspan, www.maamag.com.au, our new E-magazine.

Once again, if you haven't done so, I'd encourage you to take part in our member's survey at www.surveymonkey.com/s/maaa, so that we can better understand your needs and find new ways to communicate! The survey is open till 27 June 2014.

By working together with thousands of members, we form one powerful voice. We look to the future hoping we can continue to represent our member's interests at the highest level.

Best Regards

Neil Tank
President

The MAAA is the leading national
aeromodelling organisation in Australia.

Attachment 1 – Questions and answers provided by CASA

Is the MAAA still recognised by CASA as Recreational Aviation Administration Organisation (RAAO)?

Yes. CASA fully recognises the MAAA as one of nine organisations that have come to be known as Recreational Aviation Administration Organisations (RAAOs). Although the term is not defined in the legislation, it is widely used and understood to refer to those sport and recreational organisations with safety-related self-administration responsibilities and which have entered into deeds of agreement with CASA for the purposes specified in those agreements. Within this well accepted meaning of the term, the MAAA is indeed recognised as an RAAO, and is currently the only aero-modelling RAAO so recognised by CASA.

Does CASA intend to continue to recognise the MAAA as an RAAO in the future?

Yes. So long as safety-related and relevant self-administrative arrangements reflected in the deeds of agreement continue to be given effect by and through deeds of agreement, it is and remains CASA's intention to recognise the MAAA on that basis. With a view to such arrangements as may come to supplement or supplant the deeds of agreement in the future, pursuant to the introduction of envisaged Part 149 of the Civil Aviation Safety Regulations and/or otherwise, I expect CASA will continue to recognise and deal with the MAAA pursuant to the terms of those arrangements.

Is the Deed of Agreement between the MAAA and CASA still valid?

Yes.

[Note: The Deed of Agreement details the responsibilities of the MAAA]

[The Deed of Agreement is between the Civil Aviation Safety Authority and the Model Aeronautical Association of Australia. It details the functions to be performed to assist CASA to set and monitor the standards for model aircraft and for which funding is provided (to the MAAA).]

Does CASA still support the MAAA in its endeavours to promote a high standard of model aircraft safety?

Yes. CASA continues to support the MAAA in its demonstrable commitment to a high standard of model aircraft safety, and we expect to continue to do so.

The following information has been extracted from the minutes of the VMAA Executive meeting held on 12th June.

- **Wagga MAC** – VMAA received a letter from the Wagga club informing that they will be re-affiliating with MASNSW not the VMAA. The letter thanked the VMAA Committee for their support and assistance over the years.
- **Public Display Risk Assessment** – The VMAA president tabled at the June meeting, the Risk Assessment guidelines he has written. These were discussed and some minor updates are to be done. Once finished they will be sent out to club secretaries.
- **State Field Report** – Gates near hay shed are to be replaced with large truck access style gates. Fencing at the end of the runways is to be moved further out. So far the internal, front and west fences have all been replaced since the bushfire. By the end of the month, the south and east will be replaced. This will see all fences replaced. Weather has delayed the spreading of gypsum, will be done next week. Will be suggesting to the Club (NFG) to make power available to all tables in the pits. An electric hot plate to replace the Gas hot plate in the kitchen. Due to recent insurance claim, have discussed with the Insurance Co, and will be increasing our insured amount to \$200k, this will make sure all buildings and fencing is adequately insured, premiums will rise, but the club should be able to manage to cover the costs.



BRMFC Membership Fees 2014/2015

Subs are due by the **First day of July 2014** (1st July 2014), 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 club's 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; that saves the Treasurer and Secretary a lot of work.

Subs have risen by \$2 in total making the senior fee \$206. This consists of \$0 for the VMAA/MAAA component and \$2 increase for the club.

The Treasurer points out that in 2007 we voted to apply the CPI to the club fees. Continuing to apply the CPI (2.9% 03/2013 to 03/2014) to the club fees we increase from \$90 to **\$92.**

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

Please do your best to pay promptly for two reasons; firstly you can't fly at our field or any MAAA sanctioned field from the 1st July, secondly it makes a lot less work for the Secretary & Treasurer if payments do not drag out.

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>

The coming Monday, 30th June is the last day you can fly if your fees are not paid.



Goin's on at field



What club does A1 belong to??? Be a foundation member I'd say.



Crash Report

Big bad case of aileron flutter

In last month's newsletter we had the article in *Tips & Tricks* on aileron flutter that led to shearing the output shaft of the left aileron servo and stripping the gears of the right aileron servo on John Coughlan's 72" span Edge. Okay, it was accepted that the servos were not to blame, being undersized for the application.

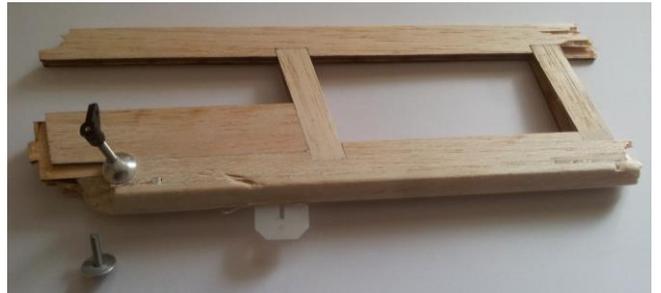
The servos were replaced with metal geared type and the model was flown again on the 8th June. The report I've

been given is that it was flying okay until John brought it through on a high speed pass when there was this almighty noise as the ailerons fluttered again, this time with tragic results. John gave the transmitter to Mat hoping for some of his magic piloting skills but there was little he could do. It was rolling one way, Mat said he tried elevator and rudder but to no avail and the Edge eventually spiralled in.



Photo taken last month after the servo shaft sheared. The Edge is about 72" span and powered by an OS120 2 stroke.

This time it appears the M3 bolt through the aileron that forms the aileron horn snapped. Comparing the bolt sizes used on this model that form the control surface horns to other aircraft of similar size they are much smaller gauge.



Bolt fractured at the base of the cone shaped retaining nut. A bolt from one of the other control surfaces has been refitted for photo purposes.

On inspecting the wreckage, the wings and ailerons look well made. The whole structure consists of interlocking parts and looks very well assembled. Some strange aerodynamic effect caused the ailerons to flutter once it reached a certain speed. Most likely too much flex in the aileron itself. Looking at the photo above, maybe the aileron servo should have been mounted further out the wing so the horn was more in the centre of the aileron span. The flutter may have started at the tip and with insufficient torsional strength allowed the flutter cycle to take off with ever increasing frequency until something broke.

Mat's big Yak 55M crashed at an IMAC event held at Monaro South Australia a few weeks ago. The rear fuselage fractured in flight just forward of the tail assembly creating an impossible situation and a disastrous result for the model. Bad luck Mat.



John Coughlan had a bad day on Sunday 8th June – two models came to grief. The first mentioned above with aileron flutter and the second was an electric 3D aerobatic job. The story goes that it went off line and John thought it was a dumb thumb. Getting home he checked the wreckage and it was okay on a different battery but erratic on the new battery being used at the time. John wriggled the cable and gave it a tug. The lead pulled straight out of the heat shrink. There was no solder.

Is there anything you don't have to check thoroughly before use – I guess the answer is a resounding no!



Tips & Tricks

The Rule of Threes

By Nick Katsikaros

One. The “bargain” Pitts.

On the 25 May I bought a second hand Pitts from someone in Sunbury. A Carl Goldberg Super Pitts, 120 Webra 2 stroke with heavy duty analogue servos and a 5 cell enerloop pack; old school but good stuff in its time. It looked good in the photo and sounded like a good deal; only flown by a little old lady every seventh Sunday. By the time I got to Sunbury I suppose I was mentally committed. It wasn't in the best of condition with some old repairs and mods visible, but overall it looked ok, with good presence. I'm a trusting soul so I coughed up my money and drove it home.

I got it home and fought off buyer's remorse as I went over the plane in detail. Over the next couple of Saturdays I replaced the floppy elevator pushrod, resealed and tightened some peeling covering, thread locked the pushrod clevises, replaced the odd sized bolts on the wing struts, sleeved a sloppy hole in a control horn, installed the battery and a receiver, replaced a dodgy rudder servo, tightened the spats, balanced the model and declared it airworthy.

Sunday 8th June was its first flight and after all my reservations and hesitation, the motor fired up easily, gave plenty of power and it took off with no drama. After a boot full of down elevator trim and a touch of aileron it flew nicely and was doing all the right stuff. A nice landing and a check over and everything looked ok, apart from some lifting covering on the middle of the top wing which was quickly fixed with some clear tape.

The second flight was almost its last. First, I nosed over in the cross wind; trying to coax it gently into the air. Next attempt was much better as the power went on faster and it pulled smoothly away. I started to enjoy it more with some aerobatics; inverted flight, rolls, loops, fast and slow. Then it started to “squirm” up and down and appeared a little tail heavy so I brought it down and had a look. There was a loop of the aerial wire visible in the cockpit so I took off the wing only to find the Velcro holding the battery had

come unstruck and the battery was hanging by the lead down into the back of the fuse, having somehow wrapped itself around the aerial. Very, very lucky.

By the next week I had securely mounted the battery and internally reinforced the (as bought) cracked cowl with carbon tow and CA; stiff and light. The first flight was nice, all systems go, but again the pitch seemed a bit sensitive. Getting ready for the next flight I fired up and was about to take off when I noticed the top of the horizontal stab was wriggling. The whole elevator leading edge covering had come unstuck and the prop wash was getting underneath it. Another lucky escape and another quick fix with some clear tape. That seemed to fix the problem but I'm keeping an eye on the elevator servo which is the same type as the rudder servo I replaced.



It looks the part in the air and flies well so, unless someone makes me an offer I can't refuse, I think I'll keep it, fix a few more annoying little things and eventually get it looking nice up close.

Two. The Edge540 – What's the matter with my Engine?

On the 8th, before taking the Pitts for its maiden I thought I'd warm up on the Edge. It had been getting difficult to start and very hard to prime, but seemed fine once it got going. This time, as I cranked it over, it fired once with a loud bang and stopped. There was a crack in the cowl where something had hit from the inside. Peter thought the plug may have blown out; I hoped he was right. I put it aside and flew the Pitts.

Later I took off the cowl and was more than surprised to see that the head had broken off completely through the exhaust port and was only held together by the muffler. The whole head along with the cylinder liner lifted as the crankshaft was rotated. Looking closer you could tell that a crack had developed at the back of the cylinder and grown until it eventually let go. This explained why it had become so hard to prime since the crankcase was leaking.

Why did this happen? The most likely explanation is that I've been running a heavy steel homemade muffler. Over the last 3½ years the extra weight and the lack of support eventually caused a fatigue crack in the crankcase.



The old OS91FX; showing catastrophic failure of the crankcase.



The new GMS 120; showing the new aluminium adapter and the old steel muffler.

Luckily I had picked up a used GMS120 2 stroke a while ago from Hugh's estate sale. I'd considered putting it in the Edge when I first got it but the OS91 had enough power and was very reliable. Also the GMS has a very mixed reputation for reliability; lots of people hate them. When I realised it was the same weight as the 91 and nose weight combined it seemed like fate so in it went. Funnily enough this Chinese motor was "inspired" by the Austrian Webra 120 that is fitted in the Pitts.

It fitted easily. The existing mounts were slid apart just enough to fit the bigger crankcase and new holes were drilled and tapped in the engine mount. There was no muffler so I decided to build a new adapter to use the same muffler I'd used with the 91. It was bigger than the equivalent Pitts mufflers for the GMS and it was the right weight for balancing the plane. The heavily built 120 should support the muffler weight much better than the 91, which is really a bored out 60. I've also added a rear support tying it back to the firewall.

The exhaust adapter was made by drilling out an 80x25x45 aluminium block then machining off most of the extra metal in a lathe. It turned out much better than I'd hoped.

A new 16x6 prop and it was ready to go the next Sunday. The motor was primed and it fired up almost first go. Tuned up nicely, sounded good and gave lots of power. I left it a little rich and away it went with no dramas. The most noticeable difference was in the verticals; it just went forever whereas the 91 ran out of puff after a while. Ten minutes or so later it came in for an uneventful landing.

Three. The Edge540 – fitting "retracts".

Second flight I gave it a bit more and started having fun. Spins, loops, rolls, it was looking good; the motor kept running and responding well to throttle. Then about 50ft above the runway I did 4 full rate rolls to the left followed by 4 full rate rolls to the right followed by dead silence. No problem; a short low circuit and all would be well. But I misjudged the direction of the wind and made the last turn too late, landing crosswind and fast. "Not too bad," I thought but it was too much for the landing gear as it was left behind with half of the mounting plate, giving the horizontal stabiliser a parting kiss on the way past and knocking it loose.

I can't blame the engine; I pushed it too hard, too early. The fuel tank must have been like a washing machine when the engine cut.

The damage wasn't bad; reglue the elevators, make a new mounting plate, tape a couple of small holes in the covering. This is the second time the undercarriage has pulled out of this plane. The first was quite a long time ago and the landing plate pulled out cleanly on a pretty good landing due to insufficient glue. I will never understand why anyone would lighten an undercarriage mounting plate or skimp on glue here.



This is what was left of the original UC mounting plate.

I'd previously noticed the carbon fibre undercarriage was looking a little splayed so I gave it a close inspection and it has a few cracks at the top bends and has started delaminating on one side. So now I've got a new one on order, but I'll probably get a few more flights out of the old one before the new one turns up.

The funny thing is that I was just thinking a few weeks ago that it was about time I gave the Edge some TLC because it was starting to show the odd sign of wear and tear.

Is there a moral to this story? Keep a close eye on your planes and take notice of the little signs that something is wrong. This applies to your old favourites and even more so to your new "bargains." And remember; ~~sh~~... stuff happens in threes ... at least.

The story is not over yet... Ed.

On Sunday just gone (after writing the article above) I (Nick) took the Edge for a fly. This was the third week in a row with "issues." It was also the third flight with the GMS 120 motor. The motor was erratic on the ground but came good after a plug change so off went into the northerly wind (bearing 333degrees).

All was going well; I did a touch and go and then the throttle wouldn't respond. So I stooed around for about 13 minutes until the fuel ran out. I had plenty of altitude for a dead stick but misjudged the strength of the wind and the glide badly and ended up a loooong way short of the strip to the south.

Peter Evans: "Watch out for those rocks"

Nick: "That's ok. I'm already past those"

Edge: "CCCRACKK!!!!"



Scotch on the rocks is enjoyable, not Edge on the rocks though!!!

Again I was very lucky; bad luck hitting the rocks, good luck with the amount of damage.

There were 3 bits of structural damage; one half of the elevator pulled out (three hinges).

The stringer and formers down one side of the fuselage were broken (in three places)

There was a big dent in the cowl.

Once the cowl was off the reason for the lack of throttle response was clear. The throttle stop/retaining bolt on the carby had come loose and fallen out (which also explains the dodgy behaviour on the ground). The barrel was pushed out by its spring and touching the exhaust. Good luck here because it would otherwise have fallen out

completely and the motor would have stopped as I accelerated away from the touch and go. I would have landed in the trees or worse.



At home I spent 333 minutes repairing the damage.

I threw away the undercarriage – now well and truly cracked. (Held on by 3 bolts by the way) At least this proved the strength of my repair.

Opened up the covering and repaired the broken stringers and former; then taping the covering for the short term, reglued the 3 elevator hinges.

Replaced the throttle stop with an M3 bolt after grinding down the last 1/8 of an inch by 33%. The bolt is 3 times longer than it needs to be. I used a fibre lock nut to hopefully keep it from pulling out again.

So now I have to cross myself 3 times, spit three times over a black cat and whistle 3 tunes for 33 minutes. Then the sequence will be broken. I hope.



Events

VFSAA Trophy – 7th/8th June

By Glenn White.

The Queen's birthday long weekend heralds the Victorian Scale Trophy held at Shepparton each year. This is usually a good event and this year was no exception. We left it a bit late booking accommodation this year and with it being a long weekend we couldn't be too choosy about where we stayed, fortunately we found a room at the Courtyard Motel. It suited our needs as it was only one block from the Shepparton RSL club. Roger and I travelled up on the Friday followed by Sharon and Noel. Max had to work all day so he and Judy didn't get up there till late. We met up with Mat the next morning out at the field.

The weather forecast had been good and for once they were not wrong, it was perfect. I think this accounted for the good turnout. Three classes were flown, F4C, Large Scale and Flying Only. Thirteen entered Flying Only, seven in Large Scale and only three in F4C. There was a Ballarat

contestant in each one Noel (Fox Moth) in F4C, Mat (SU 29) and Max (Super Cub) in Giant Scale and Roger (Super Stearman) in Flying Only.



Tony Grieger and Max Rowan behind Max's 1/2 scale Piper Cub powered by a DLE 111 twin cylinder petrol engine. Tony also has the same model which he has been flying for many years now albeit with a much smaller engine.



Roly Gaumann (P&DARCS) with his petrol powered Wilga. Came 3rd in Flying Only.



Gary Sunderland wheeling his Pfalz DXII out for take-off. Came 2nd in F4C.

With 23 competitors it was always going to be a push to get three rounds in over the two days. I think that it is planned to run two flight lines for Flying Only next year due to the large number of entries. Now that Shepparton has changed the layout of their field this should cause no problems. Over the last year their club has put in a lot of

hard work, ripped up their old synthetic runways and gone back to grass ones. The runways are now longer and positioned better for the prevailing winds.



It wasn't all beer & skittles!!! Noel had on-board glo problems over the w/e. A setup that worked without problem on the first Fox Moth has had some intermittent connectivity issues on this model. Came 1st in F4C.



Our team heading to the 2014 FAI World Championships for Scale Model Aircraft being held at Marmande-Virazeil (France), July 19th-26th. L to R: Noel Whitehead (CT4), Greg Lepp (Team Manager), David Law (Pitts S2A – was not at this event) & Noel Findlay (DH Fox Moth).



Rob Hulett of TCMAC Albury with his Top Flyte Stinson Reliant. Petrol powered, not sure what capacity but I guess around 35cc. Flew very realistically.

Flying Only were up first, nobody wants to be the first to fly but this honour went to Roger with his Super Stearman. Unfortunately the only incident was with Ian Lamont's Yak, Ian had a dead stick during one of his manoeuvres and the Yak stalled into the ground causing considerable damage (another job for Dad)



Ian Lamont on the walk of shame assisted by Tony Grieger. Engine lost power forcing a dead stick downwind landing in the outfield. The Yak stalled at the last moment and went in on the nose pulling out the engine box and landing gear. John will have some work to do in between newsletters.

Large Scale, Mat and David Law were neck and neck over the weekend with David just pipping him at the post. Max put in a good effort completing all of his manoeuvres in all three rounds. Once he has flown the Cub a few more times and gets more accustomed to it I know his scores will improve dramatically.



Noel Whitehead's CT4 taxiing out for take-off. Wing span is 2.4m, just under the 15kg weight limit and powered by a Zenoah 80cc twin. Looks great and flies well. 2nd Flying Only.



Daniel Wheeler's new Stuka and Anthony Mott's large scale Cessna 182 in the background. The Stuka performed quite well.

F4C, Noel flew his Fox Moth with good results, this is the last chance he had to fly it competitively before it is shipped off to France for the World Championships. The model had its first static judging on the Saturday, the judges were asked to be hard on it so Noel will know what to expect in France.

Two of the three models making the trip to France were there, both Noels. Noel Whitehead's CT4 and Noel

Findlay's Fox Moth. The CT4 is not quite finished and has not been statically judged so was flown in Flying Only. On the subject of the World Champs it was nice to see the VFSAA present the Australian Team a nice cheque to go towards their expenses.

Noel only flew twice as on the Sunday the wind got up a little making it not worth the risk of damaging the model with such a short time to go. The two flights he had were good enough to give him first place. The weekend showed up a couple of problems with the onboard glow management system that need to be solved.

You can see photos of the other models and also the scoreboard. We all had a great weekend; it was good to see a couple of the wives joining in. A big thanks to the Shepparton club for sharing their great facilities, hope to be there again next year.

F4C Scale Results

Entrant	Aircraft	Flt 1	Flt 2	Flt 3.	Static	Total	
Noel Findlay	Fox Moth	2028	2468	DNF	2385	4663	1
G. Sunderland	Pfalz DX II	1788	1656	1382	2283	4005	2
Bill Wheeler	Turbulent	1727	1573	1106	1953	3603	3

Large Scale Results

Entrant	Aircraft	Flt 1	Flt 2	Flt 3	Total	
David Law	Super Decathlon	2556	2005	2352	2454	1
Mat Werner	Sukhoi SU 29	2479	2361	2379	2429	2
Steve Malcman	Piper J3 Cub	2220	2273	2112	2246	3
Anthony Mott	Cessna 182	2109	1905	DNF	2007	4
Daniel Wheeler	Yak 55	2047	1486	1953	2000	5
Tony Grieger	Super Cub	1915	1819	2075	1994	6
Max Rowan	Super Cub	1803	1787	1748	1795	7

Flying Only Results

Entrant	Aircraft	Flt 1	Flt 2	Flt 3	Total	
David Law	DH Vampire	2271	2397	DNF	2334	1
Noel Whitehead	Victa CT4 Trainer	2173	2235	DNF	2204	2
Roly Gaumann	Wilga	2089	2217	2133	2175	3
Rob Popelier	Extra	2163	2113	2042	2138	4
Steve Malcman	Piper Cub	1706	2212	2028	2120	5
Roger Carrigg	Super Stearman	2019	2080	2054	2067	6
Joe Finocchiaro	Piper Cub	2005	2040	2037	2038	7
Greg Lepp	Piper Cub	2054	DNF	1925	1989	8
Rob Hulett	Stinson Reliant	1865	1654	1968	1969	9
Daniel Wheeler	Stuka	1887	1290	1791	1839	10
Gary Sunderland	Bristol Scout	1810	1447	DNF	1478	11
Danny Malcman	Spacewalker	1268	1422	1425	1423	12
Ian Lamont	Yak 54	1865	DNF	DNF	932	13

Note: There must have been a discrepancy in transposing the scores from the computer to the board for Rob Hulett and Gary Sunderland – the totals are not the average of the best two flights. The results were taken from a photograph of the score board.



Coming Events

Sausage Sizzle Bunnings Ballarat – October 5th



Shortly after our last Bunnings sausage sizzle on 31st August last year, another application was submitted along with our sales results which they require. On June 11th I received a letter to say we have been allocated Sunday October 5th.

Unfortunately it's a Sunday this time rather than Saturday which is not as good from our Sunday flying point of view and possibly not as good a trading day. Weather in October should be conducive to running a BBQ, not too hot nor too cold.

Please mark the event on your calendar so you can be available to help out on the day?



For Sale

Murri Anstis has the following modelling items from Ted Rivett's estate to sell.

- BOOMERANG 40 trainer complete with an OS46AX engine, a SPEKTRUM DX7s Radio with 4 servos, battery and a 2.4GHz receiver and wall charger, all as new and has only had 4 flights.....a bargain at only **\$425.00**
- DX7 radio with 2 x 2 piece (satellite receiver type) receivers all on 2.4GHz with some leads and 1 switch, all is as new condition and priced right at **\$210.00**
- Hand crank fuel pump with fittings and fuel tube, good cond. **\$15.00**
- Top Flyte 182 CESSNA SKYLANE ARF Kit, 81" wing span (2060mm) to suit a 60-91 2 stroke or 91-120 four stroke (10-20cc) engines. Assembly has only been started. It also has the cockpit kit included and is priced at little over half new cost at **\$445.00**
- OS95AX 2 stroke engine NEW IN BOX **\$245.00**

If interested please contact Murri Anstis on 0413 353 739.



Event Calendar

June 7 th /8 th	VicScale Trophy weekend – Shepparton
June 25 th	BRMFC meeting – Field Air Offices
June 29 th (Sun)	VFSAA Scale competition – P&DARCS
July 6 th (Sun)	Scale day at Greensborough – GMAC
July 19 th -26 th	2014 FAI World Championships for Scale Model Aircraft - Marmande-Virazeil (France)
July 23 rd	BRMFC AGM – Field Air Offices
August 23 rd /24 th	VFSAA Scale comp. at Albury – TCMAC
Sept 13 th /14 th	Shepparton Mammoth Scale – VRF
October 12 th (Sun)	VFSAA Scale comp. Bacchus Marsh – BMMAA
Nov 1 st /2 nd	Annual Fun Fly and Swap Meet – Ararat

Nov 29th/30th Annual Fly-In and Swap Meet – Hamilton
 March 29th 2015 BRMFC Annual Open Day – Yendon

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.

Group therapy session

A group of mothers and their small children were attending a group therapy session.

"You all have obsessions," the psychologist observed.

To the first mother, Mary, he said: "You are obsessed with eating. You've even named your daughter Candy."

He turned to the second Mum, Ann: "Your obsession is with money. It manifests itself in your children's names, Penny, Goldie and Frank."

He turned to the third Mum, Joyce: "Your obsession is alcohol. This too shows itself in your children's names: Brandy and Sherry. You even called the cat, "Whisky".

He then turned to the fourth Mum June: "Your obsession is with flowers. Your girls are called Rose, Daphne & Poppy."

At this point, the fifth mother, Kathy, quietly got up, took her little boy by the hand and whispered: "Come on, Dick, this guy has no idea what he's talking about. Let's pick up Fanny and Willy and go home."



Noel Whitehead's CT4 on a landing approach.



Rob Popelier (Shepparton) starting the engine in his Extra.

Here's a few more random pics from the VFSAA competition held at Shepparton over the Queen's birthday weekend.





BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.brmfc.org.au

Inc. No. A0001288M

MEMBERSHIP PAYMENT FORM – 2014/2015

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 2014.

Club	\$92.00	(\$83.00)	
VMAA	\$114.00	(\$114.00)	
Total	\$206.00	(\$197.00)	----- \$2 more than last year -----Amount: \$

Senior member – Full member benefits, any person 18 years or over before 1st July 2014.
 VMAA fee is paid through another club and you intend to fly regularly at our field.
 Name of other club:
 Club **\$92.00** (**\$83.00**) -----Amount: \$

Junior member plus VMAA – Any person under 18 years before 1st July 2014.

Club	\$46.00	(\$41.50) – 50% of senior membership fee	
VMAA	\$57.00	(\$57.00)	
Total	\$103.00	(\$98.50)	-----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 **\$61.50** (**\$55.50**) -----Amount: \$

Social member – Receives newsletter, non-flyer, non-voting. (1/4 of senior member fee.)
 Club **\$23.00** (**\$20.50**) -----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	\$102.00	(\$92.00)	
VMAA	\$114.00	(\$114.00)	
Sub-Total	\$216.00	(\$206.00)	-----Amount: \$
Person 2	\$57.00 or \$114.00	(\$57.00 or \$114.00)	VMAA fee-----Amount: \$
Name:	D.o.B.....	MAAA (AUS) No:
Person 3	\$57.00 or \$114.00	(\$57.00 or \$114.00)	VMAA fee-----Amount: \$
Name:	D.o.B.....	MAAA (AUS) No:
Person 4	\$57.00 or \$114.00	(\$57.00 or \$114.00)	VMAA fee-----Amount: \$
Name:	D.o.B.....	MAAA (AUS) No:

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

Yearly subs are due by 1st July 2014. A \$5 administration fee may apply 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 2014 to 30th June 2015**

Signed: