



NEWSLETTER – March, 2011

Committee 2010/2011

<i>President:</i>	Matt Porter	(0466 148 637)	<i>Public Officer:</i>	(The Secretary)
<i>Vice President:</i>	Peter Evans	(0438 643 949)	<i>Safety Officers:</i>	Noel Findlay (0412 801 287)
<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)		Roger Carrigg (0437 842 277)
<i>Secretary:</i>	Jeff Dowsley	(0427 565 791)	<i>Newsletter Editors:</i>	Roger Carrigg
<i>Publicity Officer:</i>	Matt Porter			Glenn White (0412 641 188)
<i>Returning Officer:</i>	(The Secretary)		<i>Field Maintenance:</i>	Max Rowan (0409 011 160)

Contacting BRMFC: Secretary: Jeff Dowsley.
Ph: (03) 5341 3589, Mob: 0427 565 791, Email: secretary@brmfc.org.au

Newsletter Editor: Roger Carrigg.
Ph: (03) 5334 2189, Mob: 0437 842 277, Email: editor@brmfc.org.au

The next meeting of BRMFC is to be held out at the flying field on **Wednesday March 23rd 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.

***** BRMFC Annual Public Display – Sunday 3rd April *****

See article on page 9.

Agenda Items for the next meeting

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

Points of interest from the last meeting

Extract of newsworthy items from the minutes of the last meeting. Note: Some events/activities may have concluded or been modified as circumstances change.

1) Wind Farm

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

2) Display Day

Matt Porter absent due to work commitments. Murri A volunteered a 3M tent, others suggested using a van e.g. Max R's trailer.

Jeff D advised that the event had been logged with SC10, WIN and Prime. Prime appear to only display the entry on their Community web site.

3) Field Maintenance

- i) Some members have been struggling with the locking chain on the container; Max will add a bolt to the end of the chain to make it easier.
- ii) It was suggested that some wheels or skids should be fitted to the bench seats to enable

easy shifting when mowing the grass. Still working on a solution.

- iii) Discussion on the issue of the centre seam in the E-W strip continued. It was agreed that the Sikaflex solution should be pursued. Max Rowan will arrange the purchase of the Sikaflex.
- iv) The condition of the access track was raised. It was noted that we will need to wait until it dries out before it can be graded/built up.

4) Club History Compilation for Web Site

Murri reported that there has been slow progress, with some interviews taking place.

5) Roy Gladman Event

Agreed that 13th March, with the 20th if weather is bad, should be allocated for a Fun Day round of the Roy Gladman. Glen White will work up a program.



VMAA News

Items that might be of interest to members from the minutes of the V.M.A.A. Executive meeting held **Thursday 10th February.**

JR DSX9 2.4GHz Transmitter alert

JR has a warning out about internal wiring being damaged by stick movement. A VMAA member has confirmed that the insulation was worn off one of the wires from the stick potentiometer. The fix is easy; instructions are on the JR website at:

<http://www.jrradios.com/Articles/Article.aspx?ArticleID=1822>

MAAA Manual of Procedures updated frequently

The Following have recently been updated:

- MoP014 Procedure General Model Rules, (re Car parking area at model fields).
- MoP015 Heavy Model Inspectors.
- MoP027 Award of Wings and Instructor rating, (de - registration of an instructor)
- MoP033 Travelling with Models Advisory (New)
- MoP058 2.4Ghz Policy (new Radio added)

Public Display – Definition of Such

It has been noted that a club has a sandwich board on the roadside advertising "Flying Display".

Would this constitute a requirement for a Display permit? The Committee feel that it would as it is advertising to the public that there is a flying display.

It was pointed out that the club has used this board to direct visitors into the field.

To eliminate any further ramification, it would be best if the sign was changed to "Model Aircraft".

ARF HM Inspection Concern

Frank Curzon has advised the VMAA that an ARF Aircraft he inspected has crashed due to structural failure. In light of this, Frank has advised that "In View of the fact that it is virtually impossible to fully examine the structure of an ARTF model, I have decided not to certify such models in the future. Shall of course continue to certify models which allow full access to the structure before covering".

VMAA Sec Note: As an MAAA Heavy Model Inspector they must satisfy themselves that the aircraft is airworthy. If that cannot be achieved then they cannot certify such model.

All HM Inspectors have the right to refuse such certification.

Action: Secretary to reply to Frank, informing him that we accept his stance on Insp of ARF Models.

I think many of us would share Frank's concerns and stance on this matter. Ed.

AEFA – Proposed MAAA Council Agenda item, Electric Aircraft / bronze Wings

The AEFA has concerns that the current wings system does not cater enough for the Electric aircraft that are increasing within our membership. The main concern is

that matter of safety whilst using electrics in aircraft, and this should be included in a safety program within the wings system, and the instructor's course.

The AEFA has tabled and documented a system that works for them and has asked if the VMAA can support it by putting it through at the next MAAA Council Conference.

The VMAA Executive move "that the VMAA support the AEFA proposal and submit the proposal to the MAAA for inclusion at the next Council Conference"

Sounds like a good idea. We've noticed at our field how dangerous the propeller can be on electric models, when it starts unexpectedly. In most cases this is due to either incorrect speed controller/Tx setup and/or the operator's lack of expertise. Ed.

APA F3A – Request for financial assistance

The team manager has previously requested the financial assistance for the Victorian members to attend the World Champs.

This was done prior to the event, VMAA advised the team manager that assistance is only paid out once a team managers report has been submitted. This has now been submitted

The Executive moved and carried **"that the Vic members being, Glenn Orchard, Ronald Schulz be given the financial support of \$250 each being for World Championship financial assistance"**

Action: The Treasurer to follow up payment.

Glenn Orchard flew at our field during the VPA Model Engines Trophy in 2006/7/9. Let's hope they do well. Ed.

C/Line Hungary World Championships

The Executive moved and carried **"that the Vic members being, Mark Ellins, Murray Wilson, and Team manager Graeme Wilson be given financial support of \$250 each, being for World Championship financial assistance"**.

Let's hope they do well also. Ed.

More items from the minutes of the V.M.A.A. Executive meeting held **Thursday 10th March.**

Inspectors – 3 year re-appointment

Being time for the 3 year re-appointment of inspectors a list of members who have not inspected aircraft over the last 3 years was tabled.

The VMAA Executive moved and carried "that the names as tabled be contacted and asked to show cause why they should remain as HM inspectors".

A club not winding up

It was reported in the minutes of the previous meeting (10th February) that the Upper Murray Model Aircraft Club was going to wind up due to no one interested in running the club. Fortunately that situation has now been turned

around and the club is also in the process of finding a new flying site.

VMAA Newsletter Printing

The next newsletter is due out by the end of March, however it will be late due to the changeover to cheaper Print/Post suppliers. AustPost is also putting up their print post prices by 3.1% on April 1st.

Do we need to consider sending out the newsletter via email?

Why not for those who would prefer it that way. Ed.



Geelong club split

While down at Warrnambool the other weekend, Dave Barling from Geelong informed us that the Geelong Miniature Aircraft Association (GMAA) has split into two clubs. I suspect this has been on the cards for a while.

We'd better back step with some brief history as we know it for the benefit of new members and those that don't follow stuff like this.

For many years the GMAA had flown at Dog Rocks Road Fyansford a few kilometres north/west of Geelong. In the early 2000's they were told that the site was to be developed for housing and it would be a good idea to look for a new field. Shortly after they were given that advice the field at Mannerim near Swan Bay became available and they decided to develop a new home.

Rather than me continuing on, the GMAA web site explains what happened so I will include an extract to avoid any inaccuracies.

For around 7 years (2004 - 2011) the GMAA had two excellent facilities to fly at. But due to the geographical location of each field members would tend to fly at one field or the other. Each field also entertained different types of model aircraft and disciplines from the other. After much discussion, a special general meeting was held on the 14th of December 2010. At this meeting a vote was put forward to divide the GMAA into two separate clubs, and the Bellarine Model Aero Club (BMAC) was created. It was decided the BMAC would continue to operate from the Mannerim field, and the GMAA would base itself at its most popular and well known field at Dog Rocks.

I'm sure both clubs will prosper from this outcome because it's obviously what the members wanted. They responded administratively to what was happening on the ground. Let's wish both clubs a bright and thriving future.



Lost model found

Remember the Boomerang trainer that John McLennan lost in the wheat crop a while ago. Well it was finally

found when the crop was being harvested. We all half expected to find a servo lead etc in a loaf of bread!!!

The remains of the Boomerang turned up in the compound during the last week of February. We assume it was put there by those doing the harvesting.

From what I've heard the fuselage up to the wings was crumpled from the crash impact and the radio & servos etc were filled with silt after all the heavy rain.

I don't think it will be flying again, but it's nice to get it back so you know what happened.

At least John won't have to make any more excursions out into the paddock looking for it!!!



New Models seen at field

Max Fitzgerald joined the club a couple of weeks ago and has been busy getting a trainer ready so he can learn to fly fixed wing. Max already does some helicopter flying.



Max Fitzgerald is all smiles now after Len test flew his Classic EP trainer on Sunday 13th March.

Len Astbury test flew Max's Classic EP trainer on Sunday 13th March. According to Len and going by what we saw it flew very well. From memory Len said it needed all the available aileron trim and rudder as well to fly hands off.

Pretty uneventful for Len, he prefers those pusher prop T tail models that put up a real fight.

Max has been kind enough to pass on some info about the model. *(What I know about electric models you could write on the back of a postage stamp with a mop!!! Ed.)*

- The Plane is a Phoenix Classic - EP 40 trainer.
- The motor is a Himark brushless 3526-830rpm outrunner.
- The Esc is a Hawk 50hv 2-6 lipo 50a
- The Prop is a APC 10x7e
- The receiver is a Spectrum AR7000 dsm2 7-channel with a small remote satellite receiver.
- Wingspan = 1420mm

- Length = 1070mm
- Servos: 3 x Towerpro sg5010
- Batteries: Turnigy 4 cell Lipo 14.8v 3.6mah.
- The transmitter is a Spectrum DX8 with a 30 model memory.

This plane had its first flight this morning 13/3/2011 and the test Pilot was Len. It needed some trim but all in all I think that it went quite well. Len did a great job.

Thanks for the info Max.

We had another Classic EP trainer at the field on Sunday 20th March. They're either breeding or on special somewhere – must be Goldfield Model Supplies. This one belonged to Keith Rule who has also just joined the club. Glenn was helping Keith get it sorted out during the morning and later test flew the model. Keith also flies full size aircraft and acknowledges the difficulty getting the hang of R/C flying.



Glenn and new member Keith Rule right after model was test flown. I think they had about 3 flights.

We know electric models can be quite dangerous particularly fiddling with them on the bench – all of a sudden the prop can spin into life. Once they are in the equivalent 40 size motor they pack a fair punch and the props are sharp.

Glenn, like me hasn't had much experience with electric models. On one flight he said it was dead stick on landing – what's going on Glenn its electric? The motor will restart by opening the throttle!!!

We take this opportunity to welcome both Max and Keith into the club and wish them every success in their modelling endeavours.

John McLennan also had a new scratch built model at the field last Sunday for a pre test flight check over. I didn't get a chance to get a photo so it will no doubt appear in the next newsletter. I don't know the aircraft but from memory John said it is a Clem... It is a civilian low wing single engine tail dragger with retractable undercarriage. Model is powered by an OS81alpha four stroke. John sure gets some building done during the quiet moments at his shop!!!



Crash Report

We've got a new contributor for the crash column – some would say it's been on the cards for a while.

At our recent trip to the Warrnambool Fun Fly Mat bent two of his hack models (see photos). On the Saturday whilst doing a low inverted pass down the runway with the white model he got too low and the fin touched the ground tearing off the tail assembly. The model tried to climb out but with no tail control that soon came to an abrupt end.



This photo was forwarded to me by unnamed sources. Got to protect your informants! The aftermath of a low inverted pass at Warrnambool that got too low. We believe it may be repaired so it can terrorize us again!!!

On Sunday whilst attempting to take off into a strong wind as soon as Rick (flight assistant) released the model it was caught by an extra strong gust. The model never moved forward, just lifted off the ground and looped over Rick's head and was heading towards the ground inverted, but fortunately Mat's quick reactions was able to roll out resulting in a fast heavy landing tearing out the nose leg. It is expected to fly again shortly.



Twice in the one weekend! Just as well it wasn't one of the big aerobatic jobs Mat.



Tips & Tricks

No Compression – ouch

Down at Warrnambool (see article further on) they'd just finished the presentations around 2:30PM Sunday so there was still time for another flight before packing up.

I (Roger) gassed up the CAP231 and took it out to the starting box and noticed that the OS 91 FS SII-P had no compression. That's a bit odd I thought – wonder if it will start! Connected the glow lead, flicked the prop with the chicken stick and away it went. I didn't think much more about it as the engine seemed to be running normally.

One of the big Albatross jets also took off and from then on I could hardly hear the OS 91 FS, even on a pass down the runway while the jet was in the distance.

I'd been flying for 5 or 6 minutes and was turning on to the runway leg at the southern end of the field when I noticed the CAP unexpectedly losing altitude. Buzzer and a few other worse expletives! We aren't going to make the strip and landed about 50m short of the runway just before the stock fence they lay down. As you would expect the terrain is pretty rough and luckily the forced landing only bent one side of the aluminium undercarriage. (By and large engine failures other than running out of fuel are fairly rare these days. There was only one other that comes to mind at Warrnambool.)

Next was the walk on shame to retrieve the model, all the while hoping no cameras are about? I mean I wouldn't stoop so low and photograph a fellow modeller picking up his model from the out field – maybe I would!!!

While bringing the model back I was wondering what was wrong – it's never stopped before. The OS91 still had no compression so off with the rocker cover. Then it was obvious something was wrong. There was an enormous amount free play on the inlet valve rocker arm and the spring was loose. With all the oil and the bright sunlight it was difficult to see exactly what had happened. Nonetheless it was reassuring to find a reason why it stopped.



OS91 FS-SII Inlet valve and broken spring. For the record the head is $\varnothing 11.2\text{mm}$, stem is $\varnothing 3\text{mm}$ and 26.4mm long.

During the following week I pulled the head off the motor and removed the inlet valve. As you can see by the photo above the spring was broken in two places and not holding the valve closed.



Exhaust valve has also been removed and the carbon deposits cleaned off. I found that an old X-acto blade was an effective tool to scrape the carbon off the valve stem, head and around the seat without fear of scratching.

Those little collets are tricky so you need to take care not to lose them. Not a good idea to disassemble or assemble out in the garage in case the spring slips and flings the collets into oblivion. Len Astbury suggested out at the field today (Sunday 20th March) to put a bit of grease on the collets to make assembly easier.

I'll replace both valve springs, so when that is done it will be as good as new. Fortunately the broken spring still prevented the valve opening far enough to hit the piston – that would have been expensive! OS has changed the part number for the replacement spring so maybe there was a problem. This particular engine was bought in 1999 and has done several hundred flights in the CAP.

While on valve springs I decided to take the head off my OS120FS-P and decoke it. There was a fair bit of carbon around the exhaust valve stem. The muffler outlet also had a thick carbon deposit like I found on the OS91 recently. I guess the carbon is coming from the castor oil and also from using those exhaust deflectors which have since been discarded.

I'm also in the process of checking the valve clearances on all my four strokes. (My OS120FS-P SIII also a 1999 vintage came with a valve adjusting kit which comprises an Allen key, locknut wrench and 'go' & 'no go' feeler gauges in a handy container. Fits all my four strokes, OS & Magnum.)



Shenanigans at the field – 20th March

We had the Roy Gladman novelty event scheduled for this day. However it was a bit windy for that type of event around 9:30 AM and there was also a lack of likely entrants. As the morning progressed the wind died down

and it was very enjoyable flying although from the N/E which is not our best option for wind direction.



Mat was flying his electric powered Precision Aerobatics Extra when for the second time since new he's had to do a forced landing with what seems like a runaway aileron control. Mat was lucky to get it down without damage. It's a very strange and disturbing condition, because the controls all worked fine back in the pits. By chance I just managed to snap this shot.



Graham Waterhouse was shaking off the 'Pricilla' tag he earned at Warrnambool and brought his Kraft Superfly out for an airing. On this landing approach it didn't look too promising but alas it turned to gold at the crucial moment. Model has an Irvine 2 stroke – a 70 size I think.



All good! A nice touch down and roll out after a shaky approach. Note the grain silo in the background which is at the northern end of the N/S runway. Farmer said it will be removed before our display day. It's been an interesting item to negotiate the last few weeks when the N/S strip has been the duty runway. Keeps you on your toes!



While packing my model in the car boot I saw Mat doing his 3D stuff. The camera was in the boot so snapped this shot of the YAK hovering.

Definitely not shenanigans!!! Murri Anstis repaired the broken leg on one of the outdoor table/seats in readiness for the open day. Much appreciated Murri.



Events

Warrnambool Fun Fly – By Glenn

On the weekend of March 5th & 6th the Warrnambool club held their annual fun fly. Several of our club members attended this year; word is beginning to spread as to what a good weekend it is and how good their field is. Roger and I drove down on the Saturday morning; we try to time it so as to get there when the "Ballarat camp" is all set up!



The Ballarat contingent under the igloo gazebo with the Lamont's five models in the foreground.

Mat Werner, Max & Judy Rowan, Rick & Pam Pimblott, Graham & June Waterhouse all went down on the Friday. Mat camped out at the field, Max & Judy took their caravan and stayed in Warrnambool, Rick, Pam, Graham and June stayed in the Down Town Motel. Graeme & Dianne Allen along with Nick Katsikaros came down on the Sunday. We all joined up with some of the scale guys, namely John & Ian Lamont, David & Isabelle Anderson who were staying in the same motel. Barrie Reaby and his wife were there as well but sadly Barrie was taken ill on the Friday and ended up in hospital, he was still in there when we left on Sunday.

On arrival at the field there wasn't a cloud in the sky but the wind was quite strong from the south. As we walked

through the gates Mat was doing one his usual low inverted passes but this time the wind caught him out, the fin touched the ground and that was the end of it (see crash report). There had been another incident before we arrived; I don't know all the details but an ARF Miles Sparrowhawk hit the side of a ute parked in the car park causing considerable damage to it. (and the Sparrowhawk)

I do not like flying there in the morning as the sun makes it very difficult; you have to keep your model low and fly under it.

Roger had his CAP231 and Super Stearman. Max flew his Striker and Pawnee. Rick had his Pilatus Porter and his EP Nemesis while Graeme flew his RV 8.



Nick's Edge on takeoff. Nick had several flights on the Sunday with the Edge and trusty Boomerang.



A1 (aka Graeme) doing a photogenic pass down the strip. At least the model is photogenic!!!



The Ballarat contingent must have been holding centre stage. Nick & Graeme flying assisted by Rick and Max with W'Bool club flight line marshals watching them.

Nick had his small electric thingy and his new Edge, Mat had his fleet namely the MX2, Yak and two high wing

models, I flew my Mew Gull. Finally, Graham W. nearly flew his Superfly and Monocoupe.

The wind persisted all day and to make matters worse it swung round blowing straight into the pits. Max had a scary moment when he tried to hand launch his Striker, the wind got hold of it blowing it almost over his head. Max throttled off and the model floated over all the jets, landing smack in the middle of Rick and Pam's gazebo between all the chairs.



John & Ian Lamont – Greensborough Club and VFSAA members with John's Spacewalker. Its possible VFSAA events might be held at the Warrnambool field sometime soon.

Roger had a couple of flights with both his models, they handle the wind well. It was mid afternoon before I got the courage to have a go with the Mew Gull. I was able to take off into wind by flying across the runway directly away from the flight line. This was fine for taking off but not an option for landing, I had a good flight and by the time I was ready to land I think I was the only plane in the air so it felt like all eyes were on the Gull. (They were!!! Ed.)



What a congenial couple! Glenn with his Mew Gull and Max the flight assistant. You had to have an observer while flying.

Attempt 1 got it lined up nicely but approx 6m off the ground it suddenly dropped and I was lucky to catch it for a go around. Attempt 2 came in too hot touched the elevator to flair and she ballooned into the air so I throttled up and went round again. Attempt 3, same result, starting to get a little embarrassed now. Attempt 4

nearly got it this time but she still wants to balloon at the last minute so around again. Attempt 5 this time I flew it onto the ground and got the first part right, if I had let go of the elevator when she touched down it would have been fine but I didn't which caused a bounce ending up with damaged spats and damaged pride.



Nice takeoff, good flight culminating in a landing that took 5 attempts and on their huge runways too. While you only needed one observer to fly, Glenn had lots while trying to land – about 100 or so.



After the landing it was spats off and finger up!

I was the only one to have landing problems, Rick got his Pilatus down okay, Max had a bit of a struggle with his Pawnee, Mat had plenty of flights with his MX2 with no drama and of course Graham W. had no landing problems at all!

We all packed up around 4.00 most of our group headed back to our motel in Warrnambool for a beer or two before Dinner.



The jet jockeys – I think they were from the Melton club. They certainly put on an impressive show. The two Albatross had enormous power enabling them to fly with authority through large manoeuvres. The crowd was in awe.

Sunday was a repeat of Saturday but the wind was stronger but fortunately it was down the runway. As mentioned earlier Nick, Graeme and Diane came down for the day.



Albatross just about to make a gentle touchdown.

There was a good selection of models there but I would say that most of them didn't fly. The Jet guys put on a great display with their turbines and as usual Richard Mudge from SA flew his large Spitfire, Mew Gull and pylon racer at high speed getting lots of cheers from the spectators.



Richard Mudge waiting to get his petrol powered Mew Gull in the air. Have you seen how Glenn's Gull flies – well this is nothing like that; this one's ballistic.



A tight pylon racing turn about 3 wing spans off the deck.

Midway through the afternoon there was a major incident big enough to send a chill through the spectators, OMG Roger's engine stopped in mid flight. Only joking, in all the time I have known Roger I have only seen him have three dead sticks once when he forgot to refuel his Cessna

down at Geelong again with the Cessna at Ararat and now this.



My CAP231 landed about 50m short of the runway after an engine failure. (See Tips & Tricks)



The dreaded walk of shame back to the pits!!!

I removed the damaged spats from the Gull and had another go this time I had no problems in fact I had another three flights, as long as you can get her into wind she behaves herself.

There was a presentation to finish off the day Roger got the pilots draw prize a couple of bottles of wine. They presented me with a Mini Flydove Helicopter thinking I could land it better than the Mew Gull!

I think a good time was had by all a big thanks to the club members for putting on a great weekend. We all look forward to being there next year.

PS. We have heard that Barrie left the Warrnambool hospital on the following Wednesday and is recuperating back at his home. Let's wish him a speedy recovery.



Coming Events

Annual Display – Sunday April 3rd

A lot of behind the scenes lead up work has been done. We have the council authorization to erect our advertising banners during the weeks leading up to the event and the VMAA public display permit has been received.

Pilot invitations have also been sent out.

The event will hopefully be advertised on local media under their community events programs. Apparently it has been heard on 3BA.

The raffle prizes are being organized and tickets will be available very soon.

Matt is organizing a work roster for the open day so please contact Matt before he contacts you.

We are going to need as many pilots and helpers as we can muster. Please get your models ready for both flying and non-flying demonstrations. The pits need to be full of models of varying types.

There will be a working bee at the field on the day before (Saturday) to get the field prepared.

I understand some grading work is to be done on the entry track this Saturday (26th March) to repair the damage caused by the recent wet weather. Max Rowan said that Martin Tuddenham is bringing out his bobcat to spread some road fill that Max is organizing.

Presidents Report

First off I must apologise to everyone for my lack of attendance at the field in the last couple of months. Family and work commitments have taken precedence over any hobby activities.

Alright back to business now, as you are all hopefully aware the 2011 Annual Display is just around the corner to be held on the 3rd of April which is Sunday week. Most things are organised although I still have a few small things to finalise to make the day run smoothly.

We will need volunteers on Saturday the 2nd to have a working bee at the field to tidy the place up, set up the bunting and signage and clean the canteen/bbq area. The picnic table with the broken leg needs to be repaired as well. (Murri did that last Saturday. Ed.) Also on the 2nd we are holding a stall at Stockland Wendouree shopping centre to sell raffle tickets and generate interest in the event. Anyone who can help with either of these activities please let me know.

I have a tentative roster drawn up for the display day which I will email to all members this week. Please let me know if you won't be attending the event because it's a pain in the bum chasing people up on the day to fill spots in the roster when people don't turn up.

One last item that I need to organise is the setup and removal of the road side signage. Are the people who normally involved with this still able to do it this year? Rob Beardall's run will need to be allocated to someone new, so once again if someone wants to volunteer for this then drop me a line or else I will be approaching people to take on the job next weekend at the field.

I think that's all. Give me a call or send an email if anyone has any queries.

Matt.

VPA Model Engines Trophy – April 16th/17th

We are hosting the VPA (Victorian Pattern Association) Model Engines Trophy over the weekend of April 16th/17th. The club has hosted this event for many years now going back to our time at Bowes Road Ross Creek.

A number of helpers will be required on both days to assist with running the canteen. This will be discussed at the meeting on Wednesday night.

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



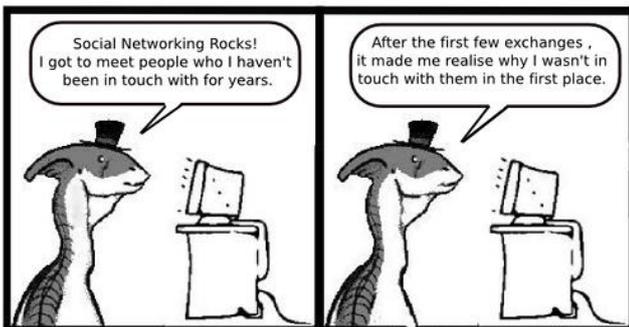
Event Calendar

- March 4th – 6th Annual Fun Fly – Warrnambool.
- Mar 5th (Sat) VFSAA Sport Scale – State Field
- Mar 1st – 6th Airshows Downunder 2011 – Avalon.
- Mar 20th Twins and More – State Field
- Mar 20th Public Display – Keilor
- Mar 25th – 27th F1 Grand Prix Melbourne
- Mar 27th KMAC (Knox club) Control Line get together – Rowville.
- April 3rd Annual Display – Yendon.**
- April 9th/10th VMAA Trophy – State Field.
- April 9th/10th Bowlyie Large Scale Rally – Gundaroo.
- April 15th/16th Victorian State Champs Scale – P&DARCS. (Friday & Saturday)
- April 16th/17th VPA Model Engines Trophy – Yendon.**
- April 22nd – 26th Easter break.
- April 22nd – 24th WW2 & Military Scale – Wagga Wagga.
- Apr 30th – May 1st Sunraysia Fun Fly – Mildura.
- May 1st Foamy Pylon Racing – Greensborough (Run by Aust. Electric Flight Association)
- May 7th (Sat) VFSAA Sport Scale – State Field
- May 21st – 22nd MAAA Council Conference – Canberra
- May 21st – 22nd TCMAC Autumn Scale Rally – Albury
- June 11th – 12th Golden Era Air Races – Cobram
- June 11th – 12th VFSAA VicScale Trophy – Shepparton

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

Time for some Frivolity – the sealed section

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



Wheelie bin

A refuse collector is driving along a street picking up the wheelie bins and emptying them into his compactor.

He goes to one house where the bin hasn't been left out, and in the spirit of kindness, and after having a quick look about for the bin, he gets out of his truck goes to the front door and knocks.

There's no answer.

Being a kindly and conscientious bloke, he knocks again –much harder.

Eventually a Japanese man comes to the door.

"Harro!" says the Japanese man.

"Giddy, Mate! Where's ya bin?" asks the collector.

"I bin on toiret," explains the Japanese bloke, a bit perplexed.

Realising he had been misunderstood; the bin man smiles and tries again.

"No! No! Mate, where's your dust bin?"

"I dust been to toiret, I toll you!" says the Japanese man, still perplexed.

"Listen," says the collector. "You're misunderstanding me. Where's your 'wheelie' bin?"

"OK, OK." replies the Japanese man with a sheepish grin, and whispers in the collector's ear.

"I wheelie bin having sex wirra wife's sista!"

Last 10 Cents

A father walks into a restaurant with his young son. He gives the young boy three 10c coins to play with to keep him occupied.

Suddenly, the boy starts choking and going blue in the face. The father realises the boy has swallowed the coins and starts slapping him on the back.

The boy coughs up 2 of the 10c's but is still choking. Looking at his son, the father is panicking, shouting for help.

A well dressed, attractive, and serious looking woman, in a blue business suit is sitting at a coffee bar reading a newspaper and sipping a cup of coffee. At the sound of the commotion, she looks up, puts her coffee cup down, neatly folds the newspaper, places it on the counter, gets up from her seat and makes her way unhurriedly across the restaurant.

Reaching the boy, the woman carefully pulls down his pants, takes hold of the boy's testicles and starts to squeeze and twist, gently at first and then ever so firmly... tighter and tighter!!!

After a few seconds the boy convulses violently and coughs up the last of the 10c's, which the woman deftly catches in her free hand.

Releasing the boy's testicles, the woman hands the coin to the father and walks back to her seat at the coffee bar without saying a word.

As soon as he is sure that his son has suffered no ill effects, the father rushes over to the woman and starts thanking her saying, "I've never seen anybody do anything like that before, it was fantastic. Are you a doctor? "

'No,' the woman replied.

I'm with the Tax Department.

