



# BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

## NEWSLETTER – May, 2010

### Committee 2009/2010

<i>President:</i>	Matt Porter	(0466 148 637)	<i>Public Officer:</i>	Roger Carrigg	
<i>Vice President:</i>	Jeff Dowsley	(0427 565 791)	<i>Safety Officers:</i>	Noel Findlay	(0412 801 287)
<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)		Graeme Allen	(0418 534 983)
<i>Secretary:</i>	Roger Carrigg	(0437 842 277)	<i>Newsletter Editors:</i>	Roger Carrigg	
<i>Publicity Officer:</i>	Matt Porter			Glenn White	(0412 641 188)
<i>Returning Officer:</i>	Roger Carrigg		<i>Field Maintenance:</i>	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 May 26<sup>th</sup> 2010 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. AGM – Committee/fees for 2010/2011
4. ARF Scale Competition – Future Direction
5. Domain Name Registration
6. Club History
7. Reviving Extra Roy Gladman Competition

### Best Wishes Graeme

As most of you would be aware by now, Graeme Allen was rushed to the Cabrini Hospital in Malvern on Monday 17<sup>th</sup> May for an emergency quadruple heart by-pass operation.

We are very pleased to report that Graeme is doing as well as can be expected under the circumstances and is expected to make a full recovery.

Noel Findlay, Glenn White and I (Roger) went down to see him on Saturday afternoon 22<sup>nd</sup> May to try and cheer him up. I'm sure that we succeeded as he was pleased to see us. Rick Pimblott, also a long time friend of Graeme's called in to see him on Thursday night, and some work mates travelled down on Friday so he's had a few visitors outside the family circle to overcome the hospital boredom.

Graeme said that he expected to be going home on Tuesday or Thursday to recuperate which is predicted to take around 6 weeks. He went on to say that it's a wakeup call for all of us who are "getting on a bit" to have regular checkups and maintain a healthy lifestyle.

We wish Graeme all the best for a speedy recovery and look forward to seeing him at the field on a Sunday morning soon.



### 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

- a) Secretary checked the WestWind web site: <http://www.w-wind.com.au/> on 28<sup>th</sup> April. No further information relating to Lal Lal Wind Farm since *Project Update No 6* reported at the last meeting.
- b) Max Rowan reported that he spoke to Geoff Fiskien a few days ago and Geoff doesn't expect anything to happen on the ground for quite a while.
- c) G. F. advised that he is quite willing for us to relocate to another paddock within the estate when the time comes. He reaffirmed that he has no problems with us being on his property.
- d) G. F. still has the 5 acre block near Yendon for sale at \$25k. We thought it unsuitable the last time we discussed it. Although 5 Acres is sufficient to operate from, it depends upon fly over rights and what obstacles lay on the boundaries.

#### 2. Field Maintenance

- a) **Runway Matting** – Max Rowan stated that we need to roll back the matting on the N/S runway, cut the grass very short and spray weed killer to eliminate the "pillowing" problem we have at the moment. A working bee will be organized shortly for a Saturday.
- b) **Mower** – The mower needs some maintenance. Oil & filter plus some lost bolts need replacing. Max and Mat Werner are to do the service work. *The last filter was bought from Bursons, Bursons Part Number: LF3826 (\$18.40 – July 2009).*

**Action:** Max to organize a working bee on a Saturday within a week or two. (Done)

**Action:** Max and Mat to service mower. (Done)

### 3. Annual Display 2010 Post Mortem

- a) **Financial Report** – The Treasurer presented the financial report for the event which showed an overall operating profit of \$1,986.62.
- b) **Raffle Results** – The Secretary reported the display day raffle results. The raffle returned an income of \$915 to the club which is part of the overall operating profit. We sold 583 tickets at \$2 ea. The main selling venues were: VPA event at our field on March 13<sup>th</sup>/14<sup>th</sup> – 41 tickets, Stockland Wendouree Saturday March 27<sup>th</sup> – 86 tickets and Display Day March 28<sup>th</sup> – 181 tickets. The other tickets were bought/sold by the members. The winning tickets (both sold at Stockland Wendouree) were: 1<sup>st</sup> prize #0410 (Boomerang trainer & OS46AX motor), 2<sup>nd</sup> prize #0263 (\$150 Gift Voucher courtesy of Goldfields Model Supplies). The raffle was drawn on March 28<sup>th</sup> at 3.00PM by Judy Rowan in front of general public and fellow aeromodellers. The prizes were later passed on to the winners who were not present and the results were posted on our web site the next day.
- c) **General discussion and comments on event:** (*Consult when planning the next event*)
  - i) Murri Anstis thought that around \$1,600 changed hands in the ‘swap tent’. The club does not worry about collecting commissions – it’s seen as a service to the aeromodellers.
  - ii) We were a little slow getting flying underway – didn’t officially start until after the pilots’ briefing at or just after 10.00AM.
  - iii) Canteen – Dim Sims need to be temperature checked like we do with meat stored and waiting to be cooked. A suitable digital thermometer will have to be purchased.
  - iv) Make more signs to attach to roadside posts.
  - v) Banners – We need to get three more made up.
  - vi) Next year’s date was confirmed as Sunday 3<sup>rd</sup> April 2011. This then won’t conflict with other events such as Avalon 2011 and F1 Grand Prix, both of which should be in March. Bowylie Scale Rally at Gundaroo near Canberra is on April 8<sup>th</sup>, 9<sup>th</sup> & 10<sup>th</sup> 2011.
  - vii) It was agreed that helicopters, control line and glider towing all help to entertain the crowd and demonstrates the diversity of our sport/hobby. These must be encouraged at future events.
  - viii) It was pointed out that another lolly dropper is needed within the club – members are encouraged to consider building or adapting an existing model for that purpose.
  - ix) Advertising particularly on the radio needs to reinforce the point that the display will be on “rain, hail or shine” so as potential spectators

are not unnecessarily discouraged by inclement weather or unfavourable weather forecasts.

### d) Stall at Stockland Wendouree

- i) It was considered that the stall run on Saturday March 27<sup>th</sup> was a success. We managed to hand out dozens of flyers and sold several books of raffle tickets.
- ii) All helps to promote our sport/hobby.
- iii) Next year it was decided to run the stall on the weekend before the display which will make it Saturday 26<sup>th</sup> March 2011. The reason being that it eases the load on club members and also gives the public more notice of the event.

### 4. ARF Scale Competition – Future Direction

Secretary is to contact the VFSAA to see if they are interested in this slot in our calendar to run a round of scale competitions. Recent meetings have agreed that ARF’s are well catered for now on the competition scene making our event less relevant and hardly worth all the effort required to stage it.

**Action:** Secretary is to contact the VFSAA to see if they are interested in running a second round of comps at our field during the year.

### 5. Domain Name Registration

The Secretary advised that he registered the domain name: [www.brmfc.org.au](http://www.brmfc.org.au) through Australian Domain Registration Services [www.domainregistration.com.au](http://www.domainregistration.com.au) on 28<sup>th</sup> April 2010. Cost \$33 (inc. GST) for 2 years. Domain delegation will be done ASAP.

### 6. P A System

Murri Anstis has donated a small system to the club and is stored away in one of the cupboards in the kitchen.

### 7. Club History

The Secretary raised the subject of compiling a history of the club which can then be posted on our web site. Murri Anstis pointed out that he wrote a history back in the late 1990’s and will try and ‘dig’ it out.

Jeff Dowsley volunteered to take up the job of putting it all together. Thanks Jeff!

Members (particularly long standing members) are asked to jot down their recollections of events which have shaped the club and pass them on to Jeff. Long standing members are: Graeme Allen, Murri Anstis, Ted Arnup, Len Astbury, Mike Faulkner, Noel Findlay, Hugh McCormick, Rick Pimblott, Ted Rivett, Max Rowan, Martin Tuddenham, Graham Waterhouse and Glenn White.

Minutes of club meetings go back to February 1974 and are in electronic format since July 1998. Newsletters are also in electronic format since June 1999. Both of these sources can be used as a point of reference.

**Action:** Jeff Dowsley is to consult with members and compile a history of the club using the material available.

## 8. Visitor

The president welcomed Peter Simpson from Daylesford who is considering getting into the hobby. Peter has already purchased some modelling equipment and formerly flew control line. He was given a Member Application Form and invited to the field on Sunday for an introduction to our flying activities.

## 9. Glow Fuel for Members

- Methanol** – The current drum (#5) has about 80L remaining. Max Rowan is to price another 200L drum of methanol from Ozzie Traders in Bacchus Marsh. We paid \$224.99 on 27<sup>th</sup> October 2009.
- Nitro** – The meeting asked the club to continue supplying nitro to the members.
- Oil** – The meeting also asked the club to investigate supplying castor/synthetic oil to members.

**Action:** Max to price another 200L drum of methanol from Ozzie Traders.

**Action:** Secretary to look into nitro and oil. (Done)



## Field Entrance Gate

Seeing as there's no livestock in the paddock now that the farmer has sown a crop (which looks like wheat), we can leave the entrance gate open while at the field. As usual the last person to leave must close and padlock the gate.



## Fuel Containers

Now that the club is supplying methanol, nitro & oil to members, can you please bring any unwanted 1L, 2L or 5L plastic containers out to the field? Please make sure that they are clean inside and out.



## VMAA News

- State Field** – The Northern Flying Group (State Field host club) sometime ago requested a grant of \$14k to assist with the purchase of a \$20k mower. The VMAA decided that it did not fit within the grants guidelines and has offered NFG a \$7k loan to be repaid back over 7 years. The repayments will be offset by the \$1000/year that the VMAA pays NFG to hire the store room at the state field. The new mower/tractor has already been purchased.
- There has been a request to include electric models in the "getting started" section on the VMAA web site.
- Flying Instructors Report** – Due to the deteriorating condition of the four trainer models it was decided by the Executive to purchase four sets of flying models (comprising airframe, engine, radio and buddy box) to

the value of \$2000. The new models and equipment have been purchased and await assembly.

- VMAA Budget** – The budget for the next financial year was tabled at the May VMAA executive meeting where it was discussed and accepted. The VMAA membership affiliation component is to be increased by \$3. The final amount will not be known until the MAAA fees are set. *(I think this happens at the MAAA Council conference being held over 23<sup>rd</sup>/24<sup>th</sup> May, so we should know shortly. ed)*
- State Field Purchase** – The purchase process is proceeding. The VMAA Secretary has been contacted by the Land Valuers (North Western Valuation Services) who have come across a few minor problems which have delayed the process. The field is being purchased from the MAAA for \$270k, while the valuers have valued the state field at \$550k.
- VMAA Life Membership** – The life membership clause was investigated and it was found that no selection criterion exists. The public officer is to formalize the wording requirements for life membership.
- Avalon Airshow 1<sup>st</sup>-6<sup>th</sup> March 2011** – The VMAA executive has decided to attend the event with a static display only.



## New Models seen at field

Graeme Allen now has a new RV8 from Hangar 9. The model has a wingspan of just on 60" and is powered by a Magnum 91FS which gives it ample performance. The model was test flown on Sunday 9<sup>th</sup> May (Mother's Day) without any real problems. However on the first flight Graeme was doing a loop and when inverted at the top the motor cut. Being directly over the runway the RV8 fell out of the loop and pulled off a high speed landing on the bottom of the loop. Actually it was one of his better landings – must have been a fluke.



Graeme with his new Hangar 9 RV8 powered by a Magnum 91FS. Flies very well.

We first saw the model the week before but the engine mount that came with the kit was not strong enough and allowed the motor to flex excessively. Graeme said he was

going to replace it during the week so we assume that is what happened. Stop press! That was a load of crap. We've heard it on good authority that the engine mount bolts were loose. It still has the original mount that came with the kit.



The RV8 as it just lifted off. Quite a picturesque shot with Mt. Buninyong in the background.



### Crash Report

John McLennan was unfortunate to lose his trainer last Sunday (23<sup>rd</sup> May) due to what turned out to be a flat battery. Everything was going well until the model would not respond to control and went in on its nose and wingtip, way out in the south/western corner of the paddock. We knew there wouldn't be much left, so a bunch of us made the trek out to retrieve the remains and got some exercise as well. At that stage it was unknown what caused the loss of control, but when the batteries were checked on return to the pits they barely registered on the battery checker. John said that he had charged them the night before using the wall charger.



*I don't think John will mind but this is all that's left when Rx batteries go flat. On the bright side, at least the model had a reasonable life for a trainer.*

The batteries were a 1300

mAh NiMh pack which appeared okay – no sign of damage. They were connected to a field charger set to NiMh and only accepted 50mA before the charger cut out. The battery checker then showed 80%. Looks like this pack is destined for the recycle bin!

Here's a strong case for telemetry where info is sent from the flight pack back to the transmitter. The new Hitec Aurora 9 system has telemetry that alerts the pilot if the receiver batteries are low. In this case it probably would have indicated flat batteries before takeoff.

I (Roger) always charge my receiver batteries with the field charger because it quantifies what is put into the pack and you can do a discharge and measure what is taken out. That information sure does give you some confidence about the condition of the batteries which are the life blood of your model. I still use the wall charger for the Tx, but that has a voltage readout and an audible alert if low voltage is detected.



### Tips & Tricks

**Field Etiquette** – When you see a fellow aero-modeller assembling their model at the field let them finish before going up and having a chat. Many models are quite complex and have an assembly procedure that must be adhered to, to ensure the model is safe to fly. It's very easy to overlook something when conducting a conversation.



### Heading off up North on Holiday

**R**ichard Turner and his wife are on a caravanning trip up to Darwin to escape the winter months down south and take advantage of the nice weather up north. Richard said they would be away for two to three months and have no specific plans. We wish them a safe and enjoyable holiday.



### Great Weather in May for Flying

**H**asn't the weather been great for flying lately? Mother's Day weekend and in particular the weekend of 16<sup>th</sup> May was excellent. In fact we've now had ten days straight (14<sup>th</sup> -24<sup>th</sup> May) of little or no wind. There was quite a crowd at the field on the 16<sup>th</sup>. Everything got covered by fine spider webs and tiny spiders as they get carried around in the very light wind.



Glenn took this shot on Sunday morning May 16<sup>th</sup>. The item of interest is not his plane but what looks like frost on the grass. However it wasn't frost but fine spider webs. It's

still a good close up shot of the Great Planes Extra powered by a 3MM 53cc petrol engine.



As you can see we had quite a crowd out on Sunday May 16<sup>th</sup>. Wasn't long before Glenn had the cowl off the Extra though – loose muffler. In fact the attachment bolts came right out; fortunately the cowl prevented the muffler from being lost in the outfield.



Murri Anstis had the Tiger Moth out for an airing and was ably assisted by Graham Waterhouse – perfect weather for moths. I also had my Super Stearman (behind Murri) and Cessna 182 (below)



I had my Cessna 182 out to see how the engine was running after it cut-out in flight at Ararat back on November 1<sup>st</sup> last year. (It also had a flame out at the OS day last year.) This resulted in a forced landing beyond the runway and some minor damage to the main legs & spats (The spats were in need of replacement anyway). However after about 5mins in the air the OS120FS pumper started to sag and it was decided to land. After taxiing back to pits I was unable to tune it successfully. Maybe the exhaust

valve is carboned up or the valve clearances need adjusting causing it to overheat. It has flown for many years and 180+ flights with no trouble.



Len Astbury was flying his trusty LA Special – I think he was practising his display day routine. The LA Special has an early four stroke with exposed valve gear – might be an Enya from memory. The engine is very reliable, so we couldn't pass up the opportunity of getting a photo after an impromptu force landing and Len trying to restart.



Looks like it wouldn't start!



### A Long time Coming

Glenn bought the Great Planes Extra from Mike Faulkner some time ago now and re-engined it with a 3MM 53cc petrol motor. While the model flies very well it has been plagued with engine problems. The first was the failure of the ignition module which had to be replaced. Then there seemed to be starting and tuning problems. In fact most flights ended in a dead stick landing. Now you know what is bound to happen if you have enough dead stick landings – yes one is going to end up a cropper. And that is exactly what happened late last year. The engine stopped and Glenn stalled the Extra turning on to base leg. A wing tip was broken and the firewall pulled out – fortunately the cowl wasn't fitted at the time so that didn't get damaged.



Glenn's Great Planes Extra is just about to lift off. This photo was taken on Sunday 9<sup>th</sup> May (Mother's Day). Notice that the cowl has been fitted now that the engine is running reliably.

Graham Waterhouse repaired the Extra and Glenn brought it out to the field on Sunday 2<sup>nd</sup> May for another go at getting the engine running properly. Glenn



Connect this side of filter to the engine.

started the motor but was still having trouble tuning it and getting a reliable idle. I (Roger) noticed that Glenn was using one of those filters that have a cleanable fine gauze strainer inside and that the carburettor was connected to the side that unscrews from the main body (left side in this photo) which I knew is incorrect. I took the filter off, unscrewed it and sure enough the gauze was blocked in the dead centre where it lines up with the hole for the nipple. The fuel line from the tank was connected to the body side nipple (right side in photo) so therefore the effective area of the gauze strainer is that of the 1.5mm diameter hole.

If you use this type of filter, make sure the nipple that screws into the body is connected to the tank. That way you have the entire area of the gauze to trap dirt resulting in much longer time before the filter clogs.

We were unable to clean the gauze at the field so it was removed from the filter body before refitting to the fuel system to try it out.

Glenn started the engine and hey presto it was able to be tuned and a reliable idle was achieved. The Extra was then put back up in the air and flew like it never has before.



**Some Gliding News**

Our Treasurer Nick Katsikaros has a penchant for gliding as well as powered models and has come across some gliding speed records.

**New Dynamic Soaring World Record 428mph**

How fast can you go flying laps in a glider? 428mph (689k/h or 372knots).

And how low can you go? Check out the link below to videos of two planes radar gunned at 412mph (btw you

may need to pause the video to see the plane)  
<http://www.rcgroups.com/forums/showpost.php?p=150680&1&postcount=1679>



On May 10<sup>th</sup> Spencer Lisenby (left) raised his world record from 416mph to 428mph in his own designed and built Kinetic 100 sailplane. The 400mph barrier had only just been shattered on April 6<sup>th</sup> by Spencer Lisenby jumping up from 393 to 416mph. It was a big day at Weldon, California, with John Buxton also breaking the 400mph barrier with two planes, another Kinetic 100 (403mph) and a Thundertaker (412mph).

STOP PRESS Saturday May 22<sup>nd</sup>

John Buxton has raised the world record to 445mph (716kph) with a Kinetic 100 at Weldon, "55mph wind, 72 degrees and perfect conditions". Marlan Muir with 402mph, became the 3<sup>rd</sup> pilot to fly over 400 also with a Kinetic 100.



**Events**

**Wagga WW2 & Military Scale Event – 23<sup>rd</sup>-25<sup>th</sup> April**  
 By Glenn White.

April brings Anzac day and that means a long weekend up at Wagga Wagga.



*The Resort!*

We have been attending this event since 2003, we make Wagga a social weekend; we definitely don't go up there with winning in mind (We need better models!). It's good to meet up with other modelers and a chance to look around Col Taylor's shop and top up with a few modeling needs. This year there were only four of us from our club; Rick and Pam, Roger and I (Glenn) with Rick and Roger the only ones flying. Roger had his old (very old – 34 this year) P39 and Rick his new ARF Texan.

We left early on the Friday, had perfect weather all the way there. Arriving at the field late afternoon Roger had time to have his model statically judged (it didn't take long they had seen it several times before and it hasn't changed). There were a few modelers there having test flights getting ready for the weekend. We met up with

Rick and Pam and then made our way into Wagga to do some shopping and find our accommodation. This year we stayed at the Wagga Beach Caravan Park (Resort). We checked it out last year and decided to give it a try, I'm glad we did as it suited us better, being more central meant we were within walking distance to shops and restaurants. The cabins were excellent and not overpriced, looks like we will be staying there again.



*Rick is starting the Texan on Saturday for the first round in between showers. Glenn was the "pit bitch" for the weekend. He hopes to have the Komet ready for next year.*

The forecast was for the good weather to end and end it did. It rained heavily during the night and continued for most of Saturday. There was a break in the weather around midday so Dick Tennant (the Contest Director) decided to get things underway, but unfortunately the rain didn't stay away for long and only a few flights were completed. Roger managed to get one round in even though he was near the end of the flying order list because Dick asked for volunteers to fly in the marginal weather conditions. Given the amount of inactivity we had the opportunity to catch up with a few of the others and have a look round Col Taylor's marquee.



*Gary Sunderland from Bacchus Marsh had his big Fokker D.V. I was Gary's helper and caller during the event.*

Sunday was a little better, it was wet underfoot but at least it wasn't raining. Things got underway early; one of the first to fly was Don Murray with his Douglas Dauntless. Unfortunately he got into difficulty being blinded by the then low sun, lost control and crashed into the adjacent paddock causing extensive damage to the model. Don said that he will repair it and that the damage was a lot less than

expected given that it went down out of site behind the hill. That was the only incident for the day, which was good considering the large number of flights that were made.



*Rick's Texan during takeoff on Sunday morning. The rain had all gone.*

The last competition flight concluded around 4.00PM which was followed soon after by the presentations. As usual there were a lot of giveaways on the table for participants to choose from. They call entry numbers out of a hat and the holder gets to choose an item from the table. If you get called out first you get first choice if you're called last you get what's left over.



*Roger and his old Top Flite P39 Airacobra – originally powered by a Webra 61 2 stroke in 1976 with Kraft Series 75 radio gear. Now has a Magnum 91FS, JR radio gear, but still uses the original Kraft Multicon retracts with separate 650mAh AAA NiMh battery pack.*

It was too difficult to jot down who won what during the presentations, but Peter Gow (formerly of Custom Retracts) took home a trailer load of trophies for his ever faithful AT6 Texan and his relatively new Corsair. Alf Williams won pilot's choice with his Westland Lysander. I did request the results from the Wagga club by email but to date nothing has come through.

#### **Working Bee – Saturday 8<sup>th</sup> May**

**M**ax called an impromptu Working Bee on Saturday 8<sup>th</sup> May to cut and kill the grass growing under the matting on N/S runway. He rang a few members on the Saturday morning to get some helpers. The plan was to roll back the matting, cut the

grass as short as possible, rake off and spray with weed killer.



Mat is cutting the grass that was growing under the matting. The grass was extremely long which gave the runway that pillowing effect.

The other job to be done was a service on the mower which Mat Werner took care of. This involved changing the engine oil & filter plus tightening up a few bolts here and there and making sure the cutting deck is in good working order.



Max is raking off the cut grass while Rob sprays weed killer using the mobile spray outfit that he built. It has a pump and battery mounted to the trolley and works very effectively.

When we rolled back the matting we were confronted with magnificent grass – no cape weed. Mat cut the grass with the ride-on mower and Max went over it again with a hand mower to get it really short. The grass was then raked off to the side and Rob Beardall sprayed it with his mobile spray outfit which you can see in the photos. (I was manning a rake and the camera.)



Mat, Rob and Max are hammering in the pegs to hold down the sides if the matting. (About one per metre)

Once all the grass was cut and sprayed the matting was dragged back and pegged back down. The ends were dug in and levelled out.

It was a beautiful day with perfect flying conditions so it was no surprise that a few members began turning up for a fly. When I got there about 1:30PM Dave Lacy was flying his C/L models. He probably got out there well before Max & Mat started on the matting. It wasn't long before the runway was tested and it got the seal of approval.



Just managed to snap this shot of Grant's pattern model as it took off. The model is a World Models Groovy 50 3A and from what I could tell flies very well. It has a wing span of 53.5" and is powered by an OS46AX.

Grant James brought his pattern model out for a fly as did his father Laurie. Laurie had his new Boomerang trainer which I test flew (It was Grant's). Everything initially went well but it then suffered some severe elevator and to a lesser extent aileron glitches. It was decided to land the Boomerang and investigate the problem. The only obvious thing found that could have caused the problem was the receiver aerial was routed between the servos in fact it was touching the lower part of the elevator servo. Laurie said he would reroute the aerial so it is well clear of the servos.



If I'm not mistaken that looks like a wheel spat hanging down Grant!!! Just as well Noel didn't see it.



## Event Calendar

- |  |   |
|--|---|
| May 1 <sup>st</sup> /2 <sup>nd</sup>   | Sunraysia Aero Modellers Fun Fly - Mildura.   |
| May 2 <sup>nd</sup>                    | NFG Twins & More – State Field.               |
| May 15 <sup>th</sup> /16 <sup>th</sup> | TCMAC Scale rally – Albury                    |
| May 15 <sup>th</sup> /16 <sup>th</sup> | Warrnambool Inaugural Jet Event – Warrnambool |
| May 16 <sup>th</sup>                   | Mid May Muster, Scale Fun Fly – Bairnsdale    |
| May 22 <sup>nd</sup> (Sat.)            | VFSAA Sport Scale /ARF – State Field.         |
| May 23 <sup>rd</sup>                   | OS Fly-In Day – P&DARCS                       |

June 12<sup>th</sup>/13<sup>th</sup> VFSAA – VicScale Trophy – Shepparton  
 Sept 11<sup>th</sup>/12<sup>th</sup> VFSAA Sport Scale/Rally – Albury  
 Sept 17<sup>th</sup>-19<sup>th</sup> 28<sup>th</sup> Mammoth Scale Fly-In – Shepparton  
 October 10<sup>th</sup> State Champs ARF & Large Scale – P&DARCS  
 Dec – Jan 2011 64<sup>th</sup> MAAA Nationals – Dalby, QLD.

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

## Time for some frivolity

Note: If easily offended please skip items 2 & 3. They contain some adult themes.

1. Do not walk behind me, for I may not lead. Do not walk ahead of me, for I may not follow. Do not walk beside me for the path is narrow. In fact, just bugger off and leave me alone.
2. Sex is like air. It's not important unless you aren't getting any.
3. No one is listening until you fart.
4. Always remember you're unique. Just like everyone else.
5. Never test the depth of the water with both feet.
6. If you think nobody cares whether you're alive or dead, try missing a couple of mortgage payments.

7. Before you criticize someone, you should walk a mile in their shoes. That way, when you criticize them, you're a mile away and you have their shoes.
8. If at first you don't succeed, skydiving is not for you.
9. Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.
10. If you lend someone \$20 and never see that person again, it was probably well worth it.
11. If you tell the truth, you don't have to remember anything.
12. Some days you are the bug; some days you are the windshield.
13. Don't worry; it only seems kinky the first time.
14. Good judgment comes from bad experience, and most of that comes from bad judgment.
15. A closed mouth gathers no foot.
16. There are two theories to arguing with women. Neither one works.
17. Generally speaking, you aren't learning much when your lips are moving.
18. Experience is something you don't get until just after you need it.
19. We are born naked, wet and hungry, and get slapped on our butt then things just get worse.
20. Never, under any circumstances, take a sleeping pill and a laxative on the same night.

A few more photos from the Wagga WW2 & Military event

