



## NEWSLETTER – November, 2014

### Committee 2014/2015

President:	Graeme Allen	(0418 534 983)
Vice President:	Max Rowan	(0409 011 160)
Treasurer:	Nick Katsikaros	(0438 559 985)
Secretary:	Jeff Dowsley	(0427 565 791)
Ordinary member 1:	Peter Evans	(0438 643 949)
Ordinary member 2:	Murri Anstis	(0413 353 739)

### Officers

Returning Officer:	(The Secretary)
Public Officer:	(The Secretary)
Publicity Officer:	Graeme Allen (0418 534 983)
Safety Officers:	Mat Werner (0450 483 838) Nick Katsikaros (0438 559 985)
Newsletter Editors:	Roger Carrigg (0437 842 277) Glenn White (0412 641 188)
Field Maintenance:	Murri Anstis (0413 353 739)

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

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

Note the meeting location.

The next general meeting is to be held at the **Field Air Offices at Ballarat Airport** on **Wednesday November 26<sup>th</sup> 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.**

### Agenda Items for the next meeting

1. Trawalla Establishment Progress
2. Merger with GPMFC
3. BRMFC Safety Rules Review
4. Field Maintenance
5. Christmas Function

### 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.

#### 3) Business arising from the previous meeting

##### a) BRMFC Relocation

Burrumbeet still not available as the Trustees have not responded to N. Newby.

##### b) Safety Rules

A revised set of Safety Rules was distributed along with the October Notice of Meeting. It was noted that the Rules do not give the ceiling for model flying for Trawalla.

G Allen advised that Rick Pimblott of the Ararat club received a complaint that a model had been flown over a neighbouring property at 7:00AM at Trawalla and a complaint made. More details are required, as Rohan Holkamp has clearance to fly dawn-to-dusk and noise levels to be less than a maximum of 75dB as measured outside any neighbouring residence.

M Werner had flown at 8:30AM, and was certain he had stayed within the Park boundaries.

G Allen will follow up the matter, as good relationship with local residents is essential.

Secretary to negotiate with Pyrenees Shire Planning Officer.

##### c) Trawalla Installation

Max Rowan lodged the Planning Permit with the Pyrenees Shire, and the Planning Officer raised a number of issues including noise and Club operation, but did not understand that the BRMFC would fall under the permits already in place for Dynamic Flight Park. A revised application will be required.

To establish operations at Trawalla:

- New model restraints have been manufactured;
- Some refinement of the pit area positioning is required;
- Pit area is to be top dressed and then covered;
- Runway is to be top dressed;
- Painting of the container yet to be successful (gen-set too weak to run spray paint gun);
- Need to level the containers; and
- Both mowers require maintenance.

R Carrigg suggested waiting before erecting the shed, possibly after the 6 month initial period, when experience with conditions at Trawalla will be better known.

Another working bee is scheduled for this Saturday to clean up Yendon. R Carrigg will email a notice out to members.

Secretary to notify members that Yendon will be shut down at the end of October, and that all facilities have now been removed.

Secretary to notify VMAA Secretary and VMAA Editor that Yendon is now effectively shut down, and Trawalla is operational.

**6) Reports**

**a) Management Committee Report.**

Covered under Business Arising

**b) Warracknabeal & Monarto (SA)**

M Werner attended both – Warracknabeal was hot but fun, and Monarto was OK.

**7) General Business**

**a) Bunnings Sausage Sizzle October 5**

R Carrigg reported on a most successful result from the Sausage Sizzle with \$1,740 clear profit, and that it was the third best ever. An application for another slot has been lodged.

**b) Field Maintenance.**

(1) Cowl pivot on the Toro has been almost worn through;

**8) Other Business**

**a) Xmas Function**

G Allen checked the Brewery Tap availability which is December 12. Member agreed on a 7:00PM start.

**b) Amalgamation with GPMFC**

The Secretary proposed the following motion:

*“That the BRMFC, Inc. and the GPMFC amalgamate, with the assets of the GPMFC incorporated into the BRMFC, and that the new body shall continue to operate as the BRMFC, Inc..”*

Moved J Dowsley

Seconded P Evans

*Passed unanimously*

**c) Methanol / Oil Levels**

M Rowan noted that methanol and synthetic oil levels were falling, and that replacement volumes were required.

**d) Ararat Weather Station**

R Carrigg noted that the Ararat weather report shows wind speeds at a constant 2kph. A request to Bureau of Meteorology elicited a response that the wind measurement anemometer and vane are below the 8M walls (Ararat prison) and hence sheltered from the weather.

**9) Agenda Items for next meeting**

As per September Agenda.

**10) Meeting location**

The next meeting will again be held at *Field Air, Ballarat Airport, 26<sup>th</sup> November 2014.*

**Meeting Closed 9:08PM**



**New Models seen at field**

Mat’s got another big aerobatic job – what more can I say? It’s been seen doing lots of low level knife edge passes over the strip. This particular design (A Slick 540 by 3D Hobby Shop) comes in several sizes (at least 3) and this is the big one at around 3 metres. It is powered by a DA120 twin cylinder petrol engine.



*Mat with his latest 3D aerobatic model at Trawalla on Sunday 26<sup>th</sup> October. DA120 twin cylinder engine.*

**G**lenn picked up a scratch built Extra off rctrader recently. The model is quite large at around 90” wing span and is powered by a Zenoah 62cc petrol. The Zenoah does not have electronic ignition and to compensate has a recoil spring to assist starting.

Weighing in at just under 11kg the Extra is definitely not anorexic and this showed when Glenn flew it on Sunday 26<sup>th</sup> October. Admittedly the Zenoah wasn’t putting out its best and hopefully some tuning will improve the flight envelope. A subsequent flight on Sunday 23<sup>rd</sup> November after engine tuning produced much better performance.



*Glenn with the scratch built Extra he bought off rctrader recently. 90” wing span and is powered by a Zenoah 62cc petrol.*

**W**e have seen Wayne’s Top Flyte DC3 at the field in various stages of construction, over I guess the past couple of years. He had it out at Spreadeagle Rd a couple of times to run the ASP 52 FS motors but due to the fuel tank set up dictated by the

design, was unable to achieve reliable running. He bit the bullet a few months ago and reluctantly decided to go electric and fitted the equivalent motors with all the required ESC's and batteries.

Wayne has done an excellent job building, painting and finishing off the DC3, so it would have been a shame to risk all that good work with what was going to be unreliable engines.



*A couple of shots of Wayne's DC3 built from a Top Flyte kit. It is powered by two electric motors, replacing the original 52 four strokes which would not run reliably due to the inherent fuel supply set up.*

The model was test flown on Sunday 26<sup>th</sup> October under ideal conditions. After all the pre-flight checks Wayne opened the throttle and the DC3 shot off like a cannon ball. It obviously has a lot more power than required and I think Wayne is looking at how he can trade performance for battery duration.

It's been a long time coming, but I (Roger) eventually finished off my Great Planes WACO YMF-5 a week or so ago and test flew it on Sunday 23<sup>rd</sup> November. The conditions were ideal for a test flight so the opportunity could not be passed up. On that particular Sunday there were two other activities happening at the field. A group of hang gliders were being launched by the tow car and the CFA had a meeting on fire safety for all users of the field so we did have some interruptions to contend with.

While the hang gliders were operating I took the opportunity to run the engine and do some taxi trials on the runway to get the feel of the WACO and also the new

Hitec Aurora 9X transmitter. Everything about this model is new – the model obviously, the engine which is an OS155 Alpha four stroke, the Hitec Optima 9 receiver and battery pack 5 cell Sanyo Eneloop NiMh assembled by Master Instruments. When everything is new you just hope it all comes together okay.



*Your editor with his new Great Planes WACO YMF-5 powered by an OS155 Alpha four stroke engine, side mounted with exhaust exiting underneath. The engine is fully enclosed except for the rocker cover which just protrudes through the cowl. I was worried about cooling so fitted ducting plates around the engine to force all the airflow past the cylinder. They are mounted on the removable reinforced dummy engine.*

When it was okay for us to fly I started the OS155 which starts very easily by the way and taxied out to the runway and turned into wind. The throttle was opened gently to about 2/3 power and it tracked reasonably well requiring a little rudder correction to keep on line. Once sufficient airspeed was gained I eased back on the elevator and it climbed away without any drama. Whilst assembling the model I was concerned it may turn out tail heavy and moved servos etc. one bay forward in the fuselage. As it turned out it needed a fair amount of up trim and just a few clicks of right aileron trim to achieve straight and level flight.

After about 8 minutes it was time to think about landing and give it a check over to make sure everything is still tight. The approach was quite normal but when about 3 metres off the ground the nose dropped quite suddenly which caught me by surprise resulting in a fairly heavy bounce. I powered on and went around again and this time brought it in smoothly. That sudden drop on the first approach I think is a sign of being nose heavy which is borne out by the elevator up trim.

The control throws were setup to the maximums recommended which are more than required so to soften it a bit I added exponential to the elevator & ailerons before the next flight. The WACO had two more 10 minute flights which were quite enjoyable. It certainly has plenty of performance and the OS155 Alpha is much more economical to run than the OS200FS in my Super Stearman – that gobbles the fuel like an old V8.

Our president Graeme Allen also had a new model at the field on the same day for a test flight. The model is a Stinson 108 by Austars Models powered by a DLE 35 petrol engine and as it exceeds 7kg required heavy model certification by Murri Anstis.



*Graeme is pictured here on Sunday 23<sup>rd</sup> November with his new Stinson 108 powered by a DLE 35.*

Graeme was having a bit of difficulty keeping it straight on take-off – it wanted to veer to the right fairly severely as the power was increased resulting in an abort on a couple of tries. After fine tuning the rudder trim and carefully applying the power, Graeme managed to get the Stinson aloft successfully. The model appeared to fly quite well with plenty of power in reserve.



*I managed to get a shot of the Stinson as it lifted off.*

For interest I found this info on Wikipedia. The Stinson 108 was a popular general aviation aircraft produced by the Stinson division of the American airplane company Consolidated Vultee, from immediately after World War II to 1950. It was developed from the pre-war Model 10A Voyager. Stinson was bought by Piper Aircraft in 1949. All Stinson model 108, 108-1, 108-2, 108-3 and 108-4 aircraft were built by Stinson at Wayne, Michigan. When Stinson sold the type certificate to Piper in 1949, approximately 325 airplanes of the 5,260 model 108's built by Stinson were complete but unsold. These 325 model 108's went to Piper as part of the sale. Piper then sold that inventory as the Piper-Stinson over the next few years.

If the Stinson 108 pre dates the Piper Cub and Piper bought Stinson maybe there is a lot of Stinson 108 in the Piper Cub. Food for thought.



## The move to Trawalla

### *A message from the President*

I am writing to you to give an update on the how we are settling into Trawalla after completing the move from Yendon.

As we are all aware, the last working bee took place at Yendon on the 25<sup>th</sup> of last month and thanks to everyone who helped out, the process of moving is never an easy one and this one has been no exception.

I would like to take the opportunity to give a special thanks to both Max Rowan and Murri Anstis for the extreme efforts they put in, in both organisational and physical work over many weeks leading up to the move, and of course the efforts of everyone on the main day of the move and the efforts since then.

The challenges ahead for us now are that if we are to stay at Trawalla after our initial six month lease expires, then we still have some work to do.

At the moment, our secretary Jeff Dowsley along with Max "and some input from others" are having discussions with the Pyrenees Shire to obtain a planning permit to enable us to erect the garage we had at the Yendon field, so far there is not much joy given the level of detail the Shire wants and the complexity they are adding to the whole process with some of the information they require.

Apart from the permit application, there is obviously still a lot of work going on at the new field with tidying up both the appearance and the layout of things, some of which relates to safety which I will speak about shortly.

The appearance of the field is taking shape with the work that is being done in finishing off any painting requirements on and around the container and toilet areas.



*These photos were taken on Sunday 23<sup>rd</sup> November in the afternoon just before leaving and after most had already gone so car park is nearly empty. Someone thought the row of tyres looked like the Loch Ness monster and put a head on it.*

From a safety perspective, Max has now laid out the barrier tyres along the back of the container area to mark out where the car park starts and cars "as well as my motor bike" are not to be parked on the container side of

the tyre boundary, there is also the requirement for us to keep the grass as short as possible so there is now issue with cars driving over it.



Max has laid the matting we had left over from Yendon in the pit area after levelling with some top soil. The matting is handy in the pits in case you drop something like a small screw.

In regards to safety, I would like to not only reinforce the point about the parking area that has now been laid out, but also some other points I think we all need to be reminded of from time to time and especially at this site given the bigger toys we are coexisting with.

As I am sure you will all agree, it really doesn't matter where we go now or in the future when it comes to safety, we need to be very conscious about what we do and whilst we all take short cuts from time to time, we don't want to ever get into the mode of being complacent.

It is therefore timely to remind everyone that we have a set of safety rules that we all need to follow which have been given to everyone through a previous newsletter.

Apart from the 20 rules we brought with us from Yendon, the committee also got together and wrote an additional 4 rules relating specifically to Dynamic Flight Park given the circumstances of manned aircraft operating from or around the area.

I would like to impress upon everyone that it is your responsibility to read and understand what these rules mean and that there is no self-interpretation or deviation from them, **they are the rules and they need to be followed.**

I am sure that everyone is also aware that there is a set of rules that exist from Burrumbeet and whilst we have not officially started to use it as a BRMFC field as yet due to waiting for the official OK of the two clubs amalgamating, when we do start using it, we need to follow what has been set down as the rules in both safety and the way we conduct ourselves otherwise, we might not have the use of the facility for too long.

Finally and perhaps on a more cheery note, it has been a long year which has been made more so by having to pull up stakes and start all over again with a new field.

However, with us fast approaching the end of the calendar year, I would like to take the opportunity to wish everyone and their families the very best for the upcoming festive

season and hope you get what you order from the guy with the white beard.

We have the annual Xmas function planned for the 12<sup>th</sup> December at the Brewery Tap Hotel which I'm sure will be in the newsletter as a reminder, so I hope to see as many as possible come along and enjoy themselves.

Take care and be safe and remember a quote from that well known gangster "Al Capone".

"You can get more with a kind word and a gun than you can with a kind word alone."

Best Regards,

Graeme Allen.



### Dismantling at Yendon

We held a working bee at our former Yendon field on Saturday 18<sup>th</sup> October to dismantle the shed/garage and store it in the container which was transported to Trawalla the following Wednesday. This was written up in the October newsletter.

The final working bee was held on Saturday 25<sup>th</sup> October to completely clear the site of our assets and return the paddock to its original state.

I think this turned out to be a bit more work than anticipated primarily with respect to the runway and pit area matting that we put down several years ago.

We had a good rollup of members to get the work done. Given the nature of the job, having Martin Tuddenham with his Kobelco digger and the Field Air truck courtesy of Peter Evans made it a manageable task that would have been daunting if not downright impossible. Martin was able to rip up the matting with the digger which is incredibly tough and heavy, while the members loaded the sections onto the truck.



The Kobelco with Martin at the controls made light work of a rather daunting task. When the matting was laid the grader went along the edge of the strip with the blade on an angle to dig a trench. The edge of the matting was laid in the trench then the grader back filled locking it into place. After several years of grass growing through it, it was just impossible to pull out by hand.



*After Martin ripped the matting into manageable sections they were then loaded onto the truck by hand.*

After the runway and pit area matting was on the truck the next step was to take it to the tip. Getting rid of it turned out to be a costly exercise. The council tip in Ballarat wouldn't take it; they said it had to be taken out to the Smythesdale tip where it cost \$225 based on \$150/tonne.

While Max, Nick & Dean took the truck into town to dispose of the matting we continued on lifting up the rubber conveyor mat we had in front of the shed and kitchen, levelled off the area where the shed stood. Once again without Martin and his digger it would have been a huge task. The rubber conveyor belt is extremely heavy. The next major job was removing the concrete stumps that the toilet building sat on. This required excavating around the stumps with the Kobelco so it could pull them out using a chain wrapped around the stump.

All the recyclable rubbish was taken away in a tipper truck by Tim Carter which otherwise would have been taken to the tip at considerable cost.



*Doug Wallis & Dean Farnsworth loading recyclable rubbish onto Tim Carter's truck.*



*Martin is levelling off the site where the shed once stood.*

To make the job a little more pleasant we had a BBQ lunch. That in itself became complicated because all the facilities have been dismantled. Once all the major work was done, Peter and Nick got a model out for the very last time at Spreadeagle Road to have a nostalgic flight.



*For the record, the last known R/C flights at the Spreadeagle Rd Yendon field were by Peter Evans & Nick Katsikaros on Saturday 25<sup>th</sup> October 2014 at around 1:45PM. Nick's model is a speck in the upper left corner.*



*This is the last photo (taken at 2:02PM) of the field as we left it before leaving and locking the gate for the very last time. The manager who inspected the site before we left was mainly concerned that there weren't any large holes that cattle might break a leg.*

By 2PM it was all over. The site had been cleared and restored as much as possible to its natural state and we vacated the site. Fourteen years of history had finally come to a close.



## Tips & Tricks

### Locking servo arm screws

Servo arm attachment screws always bother me when the servo has a metal output shaft and thus a machine screw. The only locking mechanism provided is the shake proof washer which can be overlooked if care is not taken. I have seen screws come undone and arms even come adrift. In

the cases witnessed, fortunately there was an alternate elevator and aileron to maintain control.

Whilst finishing off my WACO YMF-5, I thought about trying a piece of thin double sided tape over the centre of the arm and screw. Easy to both fit and remove. To make a neat job of it, a 12mm wad punch was used to cut out discs from a roll of Aldi Workzone tape that was bought thinking it would come in handy one day. Adhesive was only needed on one side so the backing strip was left on.



The alternatives are thread locker or a dab of silicone on the screw head and arm, but these are messy to use and can be difficult to undo.



### Events

#### MOSSKOSH Fun Fly Ararat – Sat/Sun Nov 1<sup>st</sup>/2<sup>nd</sup>

The Ararat club held its annual fun fly over the first weekend in November. This year the weather gods weren't kind on the Saturday with wind and hail but relented somewhat on the Sunday with reasonable conditions. There was a brisk south/westerly blowing that eased off as the day progressed. To acknowledge the legacy of long time member Moss Heard who passed away suddenly earlier this year, the club has named the event in his honour – MOSSKOSH. I noticed on the way in that the field has been named after Moss as well.

We had several members who attended on either Saturday, Sunday or both days. I know Mat was there both days and stayed on site, John Coughlan and Peter Hexter attended both days, Max Rowan and Graham Waterhouse went up on the Saturday to sample the rough weather. I (Roger) went on Sunday as did Wayne Goodwin and Nick Katsikaros.



Ken Mollison's very impressive BAE Hawk. 18kg thrust turbine.



The BAE Hawk lifting off on one of several flights.



The MiG 29 (I think it's a 29) on lift off as well, just a few seconds behind the Hawk.

Ken Mollison and several other members from Melton were there in force with their jets. Ken's BAE Hawk has an 18kg static thrust turbine and is very impressive to watch. There were several other jets flying most notably the MiG 29 (I think?). They put on several displays with three in the air at once.



Nick and Wayne made it to Ararat on the Sunday. Looks like Wayne is about to fly the Yak.



Wayne is now preparing the Westland Wyvern for a flight assisted by John Coughlan. Note the new four bladed propeller for extra ground clearance.



The Wyvern on its take-off run, moments before the excitement started.

Wayne flew his Yak aerobatic model first then the Westland Wyvern which he had recently fitted a four bladed propeller to get extra ground clearance. The Wyvern seems to suffer potential nose over on take-off

due to the way it balances on the main wheels. That causes elevator to be applied on the take-off run with the potential hazard of lifting off too soon. This happened to Wayne and it dropped a wing violently as it lifted off but he managed to save it just in the nick of time. The rest of the flight was uneventful – anyway the spectators got some excitement, no doubt so did Wayne.



The Westland Wyvern cuts a unique silhouette as it flies past. It has a huge fin area as a proportion of the fuselage size.

Nick had a few flights with his Edge and I had several with my old Super Stearman. On one flight I finished up amongst 1/2 dozen Scanners after they started an impromptu race. Not to be scared off I circulated with them keeping out of the heavy duty action. As it was, moments after I landed two Scanners had a mid-air, one being Mat's. It was missing a fair bit of something it needed to fly and after a valiant effort to get it down safely, cartwheeled on the far side of the strip on impact. From memory the other one landed intact.



My Super Stearman in the foreground with Nick's Edge beside. Mat's Slick 540 is on the right.



The jet guys from Melton were there in force. There was some trade presence as well with 3D Hobby shop and Addies Hobbies.

Once again Ararat looked after their guests with lunch and canteen facilities throughout the day. Many thanks to the hard workers keeping the food supply going. I guess the numbers were down on last year which no doubt would be attributable to the lousy weather forecast in the lead up to the weekend.



The runway extends a long way south which is one of the reasons Ararat is popular with the jets enthusiasts.



This shot showcases the Ararat club's excellent facilities.



Around 2:15PM they drew the raffle and made the presentations. They had some good gear to hand out which they decided instead to auction and make a few bob for the club.

The presentations were held around 2:15PM. From memory the raffle was drawn first. I didn't win and can't remember who did. Next they drew pilot entry numbers out and each pilot went into the club house to pick a gift off the table. (Murray Ellis was seen walking out with one of the kits on the adjacent table but was thwarted by Pam Pimblott – nice try.) They had a couple of kits and an engine amongst the giveaways but decided they were too good to just hand out. An impromptu auction was run and I think John Coughlan came away with a Phoenix Laser pattern ship and a Super Tigre engine (46/60 size from memory). There was also a Scanner to auction. I think Mat bid for it but I'm not sure if he was the final bidder.

Overall a good time was had by all – I certainly enjoyed the flights I had and catching up with old friends. Hope to be there next year.



### Coming Events

#### Hamilton Swap Meet – 29<sup>th</sup>/30<sup>th</sup> November

Don't forget the Hamilton Fly-In & Swap Meet which is the last full weekend in November (ie. Sat/Sun in Nov). BRMFC members have been making the journey to Hamilton for many years now where we make it a weekend away. Fortunately for us it is not that far to travel.

Several have already made a booking at the Hamilton Lakeside Motel – in fact the bookings were made last year when checking out.

I've included a map showing the field location having noticed that the location pointer on the VMAA web site Google Map is out by about 20km to the south west. However the written address is correct in the fly out.



The Hamilton Club field is on the north side of the Branxholme – Byaduk Road where identified above, 21km from Hamilton city centre.

They traditionally get visitors from all over the state and South Australia as well. Many camp on site rather than staying in town particularly appealing to those with caravans etc.

As the name of the event implies they run a very popular swap tent (it's a shed actually). It's a good place to sell that unwanted treasure or pick up a bargain.

#### Xmas Breakup Party – Friday 12<sup>th</sup> December



We are holding the Christmas breakup party at the Brewery Tap Hotel on Friday 12<sup>th</sup> December. It is fairly early and hopefully it won't clash with too many work/office parties.



### For Sale

Murri Anstis has the following modelling items to sell. (I think they are still for sale.)

- OS95AX 2 stroke engine NEW IN BOX **\$250**
- OS 120FS Surpass III with pump. Comes with valve adjusting kit & extra fine/course needle valve. GP split mount included. NEW IN BOX. **\$325**

If interested please contact Murri Anstis on 0413 353 739 or [murrig@bigpond.com](mailto:murrig@bigpond.com)



### Event Calendar

- Nov 1<sup>st</sup>/2<sup>nd</sup> Annual Fun Fly and Swap Meet – Ararat
- Nov 8<sup>th</sup>/9<sup>th</sup> VMAA Scale State Championships – P&DARCS
- ~~November 23<sup>rd</sup> VFSAA Scale comp. Melton (Sunday)~~

- November 26<sup>th</sup>** **BRMFC Meeting – Field Air**
- Nov 29<sup>th</sup>/30<sup>th</sup> Annual Fly-In and Swap Meet – Hamilton
- December 12<sup>th</sup>** **BRMFC Xmas Function – Brewery Tap Hotel. (Friday 7PM start)**
- March 29<sup>th</sup> 2015** **BRMFC Annual Open Day – Cancelled**
- Apr 9<sup>th</sup>-19<sup>th</sup> 2015 [MAAA 68<sup>th</sup> Nationals – Brisbane](#)

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.

