



NEWSLETTER – June, 2015

Committee 2014/2015

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Note the meeting location.

The next general meeting is to be held at Gekko Systems, 323 Learmonth Rd on Wednesday June 24th commencing at 7.30PM. Directions: From the Ring Road roundabout head towards the airport and take the first service road entrance. Use the middle gate marked "MUSTER POINT 1" which leads directly to the lunch hut. Don't forget to bring a plate for supper.

Agenda Items for the next meeting

1. Working Bee
2. Food Handling Certificates
3. DFP Lease Agreement
4. Updated Safety Rules
5. VMAA/MAAA

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.

I) Trawalla Field Lease

BRMFC has agreed to continue the lease with DFP, and will align the lease period with the financial year.

Secretary to print two copies and Max Rowan will take the lease to Rohan Holkamp of DFP for signing.

II) Burrumbeet Issues

P Brumby emailed that the matting and the BRMFC sign have apparently been spooking horses during "jump out" practise, so the Trustees have rolled up the matting and taken down the sign.

Some discussion on the viability of the field ensued.

M Anstis reported that one of the Trustees Committee members was unaware of any issues with the horses.

It was noted that the strip is very rough and the field is really best suited to helicopters and hand-launched foam models.

III) Field Maintenance

The working bee accomplished a considerable amount of work.

Special thanks are due to June and Graham Waterhouse for painting the toilet; toilet signage has been erected; plants are watered and some reinforcing of the netting to stop the sheep from pruning the pittosporums will be necessary.

The overflow drain trench covering has almost been completed.

M Anstis can source some corrugated iron, and it is hoped that Laminex will supply some particle-board for flooring. A letter requesting the donation of some particle flooring board will be drafted and sent. *(We now have the flooring.)*

BRMFC signage of UHF and VHF frequencies will be erected/painted on the roof.

Once the Building permit is obtained, other projects such as the ramp and canteen area roofing and paving will commence.

A BBQ area will be established and gas reticulation installed.

IV) Updated Safety Rules

Rules v0.6 has been distributed, and a minor clarification on the flying area for Burrumbeet will be circulated as v0.7

V) Food Handling Certificates

Max Rowan has investigated and found an on-line course for \$40. (<https://www.besttraining.com.au/index.html>)

J Dowsley, F Eggleston and G White will undertake the course.

VI) Membership Subscription 2015/2016

The Treasurer will determine the CPI increase and advise the Secretary so that the BRMFC Membership form can be modified and members advised for the fee.

Motion: That the 2015/2016 subscription be set at the 2014/2015 level + CPI.

Moved: M Anstis
Seconded J Coughlan
Passed Unanimous

VII) Area for Flying Foam Models

J Coughlan raised the need for a designated small foam area, to physically separate the foam models from the large IC model flying area. The matter will be investigated to determine a suitable area.

VIII) Advertising BRMFC

Secretary to prepare some flyers for the Beaufort and Ballarat Library notice boards, and an article for submission to the Courier.

IX) Ballarat City Sport Park

Ballarat City has received funding to investigate the viability of a multi-use area for sports clubs. A watching brief will be instituted.

X) Public Access to a Trainer

N Katsikaros offered his Boomerang as a familiarisation/trainer for members of the public wishing to "have a go" with a buddy box. This may help kindle interest in the sport.

XI) BRMFC Future Development at Trawalla

G Allen reported on possible developments in the structure of the DFP partnership, where one or two of the four DFP partners wish to sell their share, possibly in the region of \$30-35k for a share. An enquiry will be made to the VMAA/MAAA regarding the possibility of funding, and under what conditions.

XII) AGM In July

The Secretary will distribute nomination forms, etc. for the July AGM to be held on July 22nd. *(That has been done)*

Meeting location:

The next meeting will again be held at the Gekko Systems (Staff Canteen), 321 Learmonth Road, Mitchell Park, on the 24th June, commencing at 7:30PM.



BRMFC Membership Fees 2015/2016

Extract from the Secretary's agenda notification dated 5th June.

Just a quick reminder that Member Subscriptions are now due for the 2015-2016 year. Our trusty Treasurer has adjusted for CPI, and the numbers have varied by a small amount, as the VMAA fees have been held the same as last year.

Roger will modify the Membership Form (*Done on 7th June*) on the web-site to reflect these numbers, so you can download it if you need it for your records. As Secretary, I only need to know if any details have changed, otherwise it all rolls over from last year. A direct Deposit as per the form is the easiest for us, with your name (preferably) or telephone number to ID the deposit.

Remember, you need to fix this up before 1st July, to ensure that the insurance cover is valid. No pay, no fly.

Summarizing, the fees for 2015/2016 are (pension):

Senior:	\$208 (\$199)
Junior:	\$104 (\$99)
Associate:	\$63 (\$56)
Social:	\$24 (\$21)

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

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

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

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

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



VMAA News

Sandown Display – An MAAA display is proposed at Sandown. The tentative date is 30th/31st January 2016.

VMAA Trophy – A subcommittee is to be formed to run the VMAA trophy which is to be held at the Darraweit Guim state field on 10th & 11th October.

State Field Darraweit Guim – Rocks have been removed from outlying areas and levelled out. Repairs have also been made to fencing.

For the record there now are three state fields in Victoria. The first being Darraweit Guim hosted by NFG (Northern Flying Group), the second at Echuca by EMMAC (Echuca

Moama Model Aircraft Club) and the third at Bairnsdale by BADMAC (Bairnsdale and District Model Aircraft Club). Darraweit Guim was officially open on 25th May 2003 so was probably purchased a year or two before that. Echuca and Bairnsdale are fairly recent additions. I don't know the exact size of each, but I believe they are all in the order of 100 acres.



New Models seen at field

John Coughlan's models are getting bigger all the time. This one is a 3D Hobby Shop Edge 540 with a wing span of 92" and powered by a DLE55 rear exhaust swinging a 22x8 [MEJZLIK](#) carbon fibre prop. John has been seen putting the Edge through its paces recently and to his credit he flies it very well. I think everyone has noticed how he has advanced over the last 12 months.



John Coughlan at the field on Sunday 24th May with his new Edge 540 powered by a DLE55 rear exhaust.

Max is now the new owner of the Oracle Raven which has been floating around the club for over 15 years now. It was originally owned by Mike Faulkner and Glenn test flew it back at Bowes Road Ross Creek a couple of years before we moved to Yendon which would make it around 1998. Then Glenn bought it off Mike probably around five to eight years ago and flew it with an OS91 four stroke. I remember him taking it to Hamilton one year – a quick search through Picasa and it turns out to be 27th November 2011.



Max starting and tuning the OS95AX in the Raven. The Raven is all composite materials and was built by the same company that built the full size. Photo taken 14th June.

Glenn thought that seeing as I'm getting older it might be a bit too fast and Max not to miss a bargain snapped it up

along with the OS95AX that Murri has had for sale in the newsletter. So it now has the OS95AX instead of a 91 four stroke and is fitted with a 3 blade prop. We all thought it was a too nose heavy and with that advice Max moved the batteries rearward as far as he could to improve the situation. The engine was started and it was obvious the OS95AX was going to be an ideal power plant. It's a model that has to go fast and needs a reliable engine – well all aeroplanes need a reliable engine but this one is not going to glide far if it stops.



The moment of truth – the first take-off attempt didn't go so well when it swung to the left and broke a blade off the prop.

Max had a bit of trouble on the first attempt when it swung to the left and he aborted the take-off. It briefly left the ground and descended with a nose down attitude just enough to break a blade off the prop. I missed the next take-off attempt only seeing it in the air where it seemed to be performing quite nicely. On coming in to land Max thought he was going to overshoot (worth a 7) and powered on to go around but what should happen – the engine quit. No drama in this case as it glided down safely just past the end of the runway. Stay tuned!!!



Just for interest and a bit of nostalgia this photo was taken down at Hamilton on 27th November 2011 while Glenn was the proud owner. Gosh 3½ years ago!!!

Murri's into the electrics a bit these days. He has a new electric powered foam glider – a Multiplex Cularis. It has a wingspan of 2610mm, 1260mm long and an all up weight of 1680g. Battery power is a 3300mAh LiPo 25C which would no doubt give it a fairly long endurance given it only requires intermittent power.



Murri's Multiplex Cularis electric powered glider. Photo taken on Sunday 14th June.



An airborne shot taken during a low pass over the field



And another one on landing approach. We had near perfect flying conditions that day. It's quite noticeable that there are more flyable days at this field than was the case at Yendon. North wind days in particular were out due to the turbulence caused by the plantation to the north.



Trawalla Field News

The toilet is getting a makeover at the moment. June & Graham Waterhouse painted the interior a couple of weeks ago and we are now in the process of laying new linoleum on the floor.

The kitchen gas bottle has been relocated to the western side to unclutter the area on the field side where we congregate. The poly water pipe from the tank outlet has been laid underground to neaten up the appearance and make it look more professional.

I heard on the radio Saturday morning (20th June) that the speed limit on the new freeway that we use between Ballarat and Beaufort has been raised from 100 to 110km/h. That will no doubt take a couple of minutes off the trip for most of us.



Graeme and Max (President and Vice President. Does that mean Max is in charge of the vice?) cutting the linoleum to size. What's the old saying measure twice and cut once. It's laying on the floor at the moment and looks a pretty good fit. I guess they plan to stick it down with adhesive to make sure there's no bubbles and bulges.



Nick turned his hand to plumbing tidying up the poly pipe from the tank to the kitchen.



Graham Waterhouse painting the skirting boards prior to fitting once the linoleum is finished. Easier to paint before they are fitted. I recently helped my daughter and her fiancé paint their house and I got the job of doing the skirting boards down on your hands & knees – not fun for us old codgers.



Tips & Tricks

The danger of a prop strike

If you ever have a prop strike the runway even if it seems very slight, make sure you inspect it thoroughly before operating it again. We had an incident last weekend where a model landed normally, taxied back to the pits, came to a stop and the motor cut. As the 55cc petrol motor wound down and flicked back on compression about four or five inches of one blade just fell off. All those that saw what happened could barely believe it. The only plausible explanation given that the model had been flying for quite some time before it landed was that it was cracked during a minor prop strike on the previous flight. The prop in question was a 22x8 with carbon fibre over wood construction. It must have been fractured from one edge and while flying the forces were closing the crack. When the engine was cut and it went back on compression the crack opened further until it snapped through.

A very good reason for NOT standing in line with a prop of any size when the engine is running.



Events

VFSAA VicScale at P&DARCS – Sunday 24th May

By Glenn White.

Due to the distance of P&DARCS only two of us made the long trip. Noel and I (Glenn) made an early start, 6:00 am. It's a bit of a shock to the system especially on a freezing Ballarat morning. We arrived there at 8:30 with plenty of time to be ready for a 9:00 start.

Noel had his Fox Moth (Mk 2 – the one taken to France last year) and I had my Extra 300. It was a perfect day for flying so it was a little disappointing to see such a poor turn up. There were only eight in flying only and two in Scale.

With the small turnout we were able to complete three rounds of both flying only and scale. This was the last event before the VicScale Trophy to be held at Shepparton over the Queen's birthday weekend giving us a chance to

get some competition practice in. All in all it was a great day but what we need to do is encourage a few more modellers to take part.

P&DARCS have got their field in really great shape and they made us feel very welcome.

Being such a versatile field with three runways they were able to run other types of flying in conjunction with the scale flying. On the day the F3A pattern and helicopters were able to operate on the other runways with the aid of communication and cooperation between each group.

We would also like to thank P&DARCS for making the club rooms and canteen available. The scores and a few photo shots with comments finish off the article.

Scale

CONTESTANT	MODEL	STATIC	RND 1	RND 2	RND 3	TOTAL	
D. FINDLAY	DH FOXMOTH	2745	2479.5	2581.5	0	5275.5	1
N. WHITEHEAD	CT-4	2672.5	2353.5	2341.5	0	5020	2

FLYING ONLY

CONTESTANT	MODEL	RND 1	RND 2	RND 3	TOTAL	
S. MALCMAN	CLIPPEDWING CUB	2200.5	2299.5	2404.5	2352	1
R. GAUMANN	PIAGGIO P.149	2172	2236.5	2320.5	2278.5	2
G. WHITE	EXTRA 300	1023	2241	2304	2272.5	3
J. FINOCCHIARO	J3 CUB	2031	2110.5	2281.5	2196	4
T. GRIEGER	GEE BEE	1918.5	2103	2245.5	2174.3	5
G. SUNDERLAND	FOKKER V.21	1842	1875	1950	1912.5	6
W. WHEELER	BN ISLANDER	1512	1566	1834.5	1700.3	7
T. DE HAAN	PIPER L4	1516.5	1630.5	1762.5	1696.5	8



Friendly competition between the two Noels. The only two competitors in scale.



Tony Grieger on a landing or touch & go with his Gee Bee. Nice photo Glenn!



Bill Wheeler had to fly his small Britten Norman Islander powered by two electric motors because of problems with his Druin Turbulent. Due to its small size it was a handful as you might expect.



Steve Malcman's Cub in the background which came 1st in flying only. The other Cub in the foreground belongs to Joe Finocchiaro which came 4th.



The Ballarat contingent consisting of Noel's Fox Moth which came 1st in scale and my (Glenn) Extra 300 which came 3rd in flying only.



Roly Gaumann's Piaggio P149 came 2nd in flying only and Gary Sunderland's Fokker V21 in the background.

VFSAA Trophy Shepparton – 6th/7th June

By Roger Carrigg.

I was rather looking forward to the event at Shepparton not having flown competition since the event at Darraweit Guim back on Sunday February 8th, making it a long time between drinks. We headed up on Friday as usual but Glenn wanted to get out to the field for a practice after making adjustments to the Extra 300, so we departed around 10:30AM. Stopped at Maccas for lunch at Bendigo which is not uncommon then on to Shepparton via Elmore. I was quite surprised how dry the country looked either side of the road between Elmore and Shepparton. In fact it looked quite sad compared to the same trip last year.

We pulled into Shepparton around 2PM and continued straight on out to the field arriving about 2:30. Fortunately the field was open and we were greeted by long time mate and Valley Flyers President Brian Dart together with two other Shepparton members who were there to make sure everything was okay with the field. Rob Hulett was also there with his caravan and obviously camping which made the prospect of leaving the trailer at the field secure.

After a bit of chit chat (Na bullshit) we got the models out and started assembling in the large covered area which is now fully enclosed and has huge double sliding doors front and back. This is a great setup with plenty of tables and makes a secure place to leave models overnight. Particularly handy over a two day event which turned out to be three for us with Friday included.

It was overcast on Friday afternoon with no wind to speak of which made our practice flights very enjoyable. After a coffee in the club house it was time to pack up and head into the Belltower motel at Shepparton. All we had to do was leave the models assembled in the shed, push the trailer out of the way and head off.

Brian Dart accompanied us for tea at the Shepparton Club which was very pleasant and a good opportunity for Brian and I to reminisce over the 45 years we have known each other.



David Balfour from the Twin Cities club at Albury with his new DH 27 Derby Bomber. The full size was a large aircraft of around 65 foot wingspan with a crew of 3, pilot, bomb dropper (bombardier) inside and a rear gunner. Only two were built back in 1922 by the De Havilland Company. The model is quite large I guess around 100" wingspan and is

powered by an OS GF40 spark ignition petrol four stroke motor.



David Balfour's DH 27 Derby Bomber on take-off. The aircraft has an extremely wide track giving it good ground handling although it only has a tail skid. Gunner turns with the rudder.

Saturday morning arrived and greeted us with perfect flying conditions. Having already assembled the models we didn't have to rush. The Waco was all ready to go, just needed the tank topped up. Once there it was just a matter of handing the pre filled out entry form to the CD along with the entry fee. They must have known my Waco was ready to go because I was first up!!! With the sun still low in the sky we opted for the east/west runway for round one of *flying only* and switched over to the main runway for next rounds.

From my observations there were a few new models there this year. In Scale Rob Popelier flew his De Havilland Gypsy Moth (DH60), David Balfour also a De Havilland, a DH27 Derby Bomber and Gary Sunderland a Japanese Nakajima WW2 Fighter. Large Scale had mostly new models with the exception of Steve Malcman's Cessna 182s and Rob Hulett's Stinson Reliant. In Flying Only Greg Lepp's Super Cub, Tim De Hann's L4 Grasshopper and my WACO YMF-5 were new to the completion scene. Regarding photo inclusion in the newsletter I decided to only show the new models as the other, although magnificent aircraft have been in many times before.



Greg Lepp's large scale Decathlon on landing approach. Powered by a DLE111 twin cylinder petrol engine. Came 3rd in Large Scale.

Throughout the weekend there were no accidents which is always good to report. The only incidents that come to

mind were Rob Popelier's first flight on Saturday and Glenn's second flight on the Sunday both involving engine performance.



Greg Lepp with his new Hangar 9 Super Cub powered by the new OS GF30 petrol spark ignition four stroke engine. This model has a surprising amount of detail and looks very well manufactured. Flies well too.



Roger's WACO YMF-5 and Glenn's Extra 300 mid-morning on the Saturday. Note the shed on the right – that's where we left the models overnight. It has two large sliding doors front & rear. Previously (last year) it was an open structure.

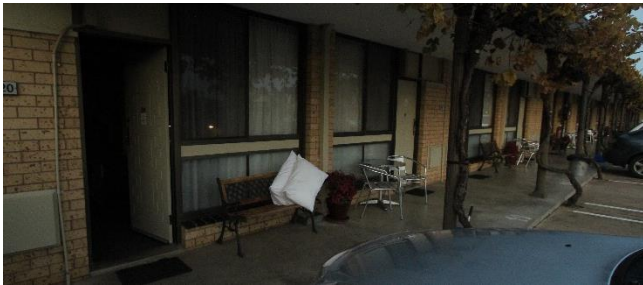


Rob Popelier's DH60 Gypsy Moth powered by an OS120 four stroke.

Rob did a nice take-off with the DH60 but the OS120FS was off tune and not putting out enough power to see out the flight. Rob nursed it around in the calm conditions at very low altitude and landed safely with the engine still running. Fortunately Scale got 3 flights in so he had a throw away score.

On Sunday during Glenn's second round we were out on the flight line in the ready box. Graeme who came up on Saturday and stayed the night in our motel was calling for Glenn this time. I thought to be of assistance, I'll bring my 'chicken stick' for Glenn to start the DLE55. When it was time to go Glenn started to flick the prop and it made this thunderous crack as it back fired and actually broke the

wood inside the rubber hose of the 'chicken stick'. It took us by surprise and Glenn thought WTF is going on; with electronic ignition this should not happen. Anyway after a few more back fires it finally started. After a short while into the flight the engine started to play up big time. It would effectively stop firing for brief periods and then power on again which indicated an ignition rather than fuel problem. Glenn struggled on through manoeuvres made awkward when the power would sag as it tried to climb, but he soldiered on. Then came the touch & go and we all wondered would it pick up okay for the climb out but fortunately it did. The next manoeuvre was landing which came none too soon. Even with all the erratic running it never stopped, so the next thing to do was pull the cowl off and see what's gone wrong.



Graeme was staying with us at the Belltower Motel – seeing as it was a bit cramped they had to set his bed up outside on the bench seat!!!

Once the cowl was removed the cause of the misfiring became immediately apparent. The batteries (flight and ignition packs) which were wrapped in foam and anchored to the side of the engine mount box with cable ties had dislodged and the ignition pack had dropped onto the muffler, worn through the foam and shorted out. It was temporarily fixed and Glenn has since devised a more secure method of anchoring the batteries.

It was interesting to see the new OS petrol spark ignition four strokes in action. Greg Lepp has the [OS GF30 GASOLINE FOUR STROKE ENGINE W/F-6040 SILENCER](#) in his Hangar 9 Super Cub while David Balfour has the [OS GF40 GASOLINE FOUR STROKE ENGINE W/F-6040 SILENCER](#) in his scratch built DH27 Derby Bomber. The GF30 layout is similar to an OS155 Alpha with beam mounts and what looks like a conventional four stroke carburettor. On the other hand, the GF40 has rear mounting on stand offs and has a purpose built Walbro carburettor. They sound just like methanol four strokes but will be much cheaper to run when you don't need nitro and only require a 25:1 petrol 2 stroke mix. Obviously the initial outlay is more than say an OS155 or OS200 four stroke but the fuel savings would easily recover the extra if you do a lot of flying.

On the flying side David Law flew his Pitts S2 exceptionally well as did Noel Findlay with his Fox Moth both models placing well at the scale champs last year in France. I was judging and particularly liked the low level knife edge pass David did with the Pitts. Noel Whitehead flew the CT4 well (also a veteran of the scale champs last year in France) but

on the last round muffed the Immelman Turn when it went off line rolling out on the top and went behind the judges which meant an automatic zero. That would account for the lower score.



Mario Schembri's Hawk Speed Six with OS120FS up front. This is the same as the one Glenn is restoring.



Gary Sunderland's Nakajima Fighter powered by an OS200FS. Model is quite fast to say the least.

David Balfour's DH27 Derby Bomber flies very scale like but is a big plane with a lot of drag and the OS GF40 is just marginal for power. His third round score was lower than the first two, I would think because the wind had got up a bit by then making it more challenging to get the manoeuvres just right.

It's a shame we couldn't get more rounds in but that's what happens when the entry is large but on the other side of the coin it is great to see so much interest in the event. Perhaps two flight lines for flying only would push more flights through. I'm glad we made the effort to get out on Friday for a flight and also got another in straight after the comp had finished.

The presentations were made around 2:45PM where the trophies were handed out and as usual the 'give a ways' to all who entered. You can see the results tabled towards the end of the newsletter.

In winding up, many thanks to the Shepparton Club (Valley Flyers) for once again hosting this event and much appreciation extended to those who ran the canteen.

Looking forward to next year's event...



Coming Events

July 19th VFSAA VicScale – BRMFC Trawalla

The club is hosting a round of Vicscale at Trawalla on Sunday 19th July. This will be our first competition so it will

be interesting to see how it goes. Most likely the shed won't be up by then so a tent or two will be put up to provide a bit of extra shelter.

Like previous events the canteen will be run so some helpers will be needed on the day.



Event Calendar

June 6 th /7 th	VFSAA VicScale Trophy – Shepparton
June 24 th	BRMFC meeting – Gekko Systems
July 19 th	VFSAA VicScale – BRMFC Trawalla
July 22 nd	BRMFC AGM – Gekko Systems
August 22 nd /23 rd	VMAA State Scale Champs – Albury
August 22 nd /23 rd	Large Scale Racing – Bendigo
September 6 th	<i>Father's Day</i>
Sept 11 th /12 th	Mammoth Scale Fly-In – Shepparton
10-11 th October	VMAA Trophy – Darraweit Guim.
17-18 th October	Round 2 of the RCM News F1 Air Race Championship NAAS Club Field, Canberra.
Oct 31 st /Nov 1 st	Mosskosh Annual Fun Fly – Ararat

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.

The First Night

A young couple were married, and celebrated their first night together, doing what newlyweds do, time and time again, all night long.

Morning comes and the groom goes into the bathroom but finds no towel when he emerges from the shower. He asks the bride to please bring one from the bedroom. When she gets to the bathroom door, he opened the door, exposing his body for the first time to his bride where she sees all of him well.

Her eyes went up and down and at about midway, they stopped and stared, and she asked shyly, "What's THAT?", pointing to a small part of his anatomy.

He, also being shy, thought for a minute and then said, "Well, that's what we had so much fun with last night."

And she, in amazement, asked, "Is that all we have left?"



Vicscale Trophy Scale 2015

Competitor	Aircraft	Rnd1	Rnd2	Rnd3	Static	Average Best two + Static
David Law	Pitts S2	2473	2516	2519	2880.3	5397.8
Noel Findlay	Fox Moth	2423	2531	2533	2745	5277
Noel Whitehead	CT4	2309	2257	2168	2672	4955
Bill Wheeler	Druin Turbulent	1922	2159	1995	1953	4030
Rob Popelier	DH 60	327	2195	2187	1780.5	3971.5
David Balfour	DH 27	2318	2332	2178	1387.5	3712.5
Gary Sunderland	Nakajima	1743	1972	1689	1552.5	3410

Vicscale Trophy Large Flying Only 2015

Competitor	Aircraft	Rnd1	Rnd2	Rnd3	Average Best two RNDs
David Law	Extra 260	2442	2576	0	2509
Steve Malcman	182s	2188	2412	0	2300
Greg lepp	Decathlon	2201	2371	0	2286
Daniel Wheeler	Yak 55	2192	2227	0	2209.5
Rob Hulett	Stinson Reliant	1877	2116	0	1996.5
Mario Schembri	Hawk Speed Six	1508	0	0	754

Vicscale Trophy Flying Only 2015

Competitor	Aircraft	Rnd1	Rnd2	Rnd3	Average Best two RNDs
Noel Whitehead	RV4	2356	2272	0	2314
Daniel Wheeler	Yak 54	2142	2227	0	2184.5
Roger Carrigg	WACO YMF-5	2062	2117	0	2089.5
Mario Schembri	Katana	2144	1987	0	2065.5
Roly Gaumann	Piaggio	2167	1940	0	2053.5
Joe Finocchiaro	Cub	1928	2094	0	2011
Greg Lepp	Super Cub	2139	1848	0	1993.5
Glenn White	Extra 300	1970	1819	0	1894.5
Tim De Hann	L4 Grasshopper	1710	1836	0	1773
Gary Sunderland	V21	1805	1617	0	1711
Brian Whellan	Druin Turbulent	0	2246	0	1123



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.brmfc.org.au

Inc. No. A0001288M

MEMBERSHIP PAYMENT FORM – 2015/2016

Date:

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

Tick membership type below and write amount applicable in column on right hand side of sheet and fill out tear off receipt.

Note: VMAA fee includes MAAA affiliation & insurance. Pension rates are shown in brackets () – Club's 10% discount. To qualify you must have a Government Concession Card with **Full Medical Entitlement**. (Fees are rounded up or down to the nearest \$.)

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

Senior member plus VMAA – Full member benefits, any person 18 years or over before 1st July 2015.

Club	\$94.00	(\$85.00)	
VMAA	\$114.00	(\$114.00)	
Total	\$208.00	(\$199.00)	-----\$2 more than last year-----Amount: \$

Senior member – Full member benefits, any person 18 years or over before 1st July 2015.
 VMAA fee is paid through another club and you intend to fly regularly at our field.

Name of other club:

Club	\$94.00	(\$85.00)	-----Amount: \$
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Junior member plus VMAA – Any person under 18 years before 1st July 2015.

Club	\$47.00	(\$42.00) – 50% of senior membership fee	
VMAA	\$57.00	(\$57.00)	
Total	\$104.00	(\$99.00)	-----Amount: \$

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

Name of other club:

Club	\$63.00	(\$56.00)	-----Amount: \$
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Social member – Receives newsletter, non-flyer, non-voting. (1/4 of senior member fee.)

Club	\$24.00	(\$21.00)	-----Amount: \$
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Family membership – Full member benefits. Consists of one **senior** rate plus \$10. Family members must pay VMAA fees as specified (Junior or Senior). Applies to immediate family residing at same address. There is no family VMAA fee arrangement.

Club	\$104.00	(\$92.00)	
VMAA	\$114.00	(\$114.00)	
Sub-Total	\$218.00	(\$206.00)	-----Amount: \$

Person 2 **\$57.00** or **\$114.00** (**\$57.00** or **\$114.00**) VMAA fee -----Amount: \$

Name: D.o.B. MAAA (AUS) No:

Person 3 **\$57.00** or **\$114.00** (**\$57.00** or **\$114.00**) VMAA fee -----Amount: \$

Name: D.o.B. MAAA (AUS) No:

Person 4 **\$57.00** or **\$114.00** (**\$57.00** or **\$114.00**) VMAA fee -----Amount: \$

Name: D.o.B. MAAA (AUS) No:

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

Yearly subs are due by 1st July 2015. A \$5 administration fee may apply to renewals, if fees are not paid by the due date. Please remit this form and the amount payable to the Secretary at: 514 Somerville Street, BUNINYONG 3357. To make a Direct Deposit (the preferred method), please use the following instructions:

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

BALLARAT RADIO MODEL FLYING CLUB Inc – Membership payment receipt Date:.....

Received the sum of \$ (club: \$/vmaa: \$) from Payment by: cash / cheque / direct deposit

Being BRMFC Membership for the financial year **1st July 2015 to 30th June 2016** Signed:.....