



## NEWSLETTER – June, 2019

### Committee 2018/2019

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Ordinary member 2:	Max Rowan	(0409 011 160)

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Note the meeting location.

The next general meeting is to be held at the **Eastwood Street Leisure Centre in the Canteen**, on Wednesday June 26<sup>th</sup> commencing at **7.30PM** (Turn left after entry to the Complex, and the Canteen is on the left again). **Don't forget to bring a plate for supper.**



### Agenda Items for the next meeting

1. Trawalla Estate Update
2. Strategic Plan
3. Field Maintenance
4. Burrumbeet Airstrip
5. Pits replacement matting

### Points of interest from the last meeting

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

#### 6. Secretary's report

##### a) Incoming correspondence:

- Notification from the MAAA of an increase of \$30 in their annual fee.
- Streatrader Statements of Trade received for the Bunnings Sausage Sizzles to be held on the 5<sup>th</sup> and 12<sup>th</sup> July.
- A new member application was received.

##### b) Outgoing correspondence:

- Contacted Jim Gaylard, Trawalla Farm Manager, regarding the levelling of the E/W runway extension. He has a contractor who will be able to assist with the levelling and seed sowing (potentially on Wednesday 29th May) with a rye and clover mix. It would be beneficial to have a member on-site to liaise with him. Peter may be available.
- An update to BRMFC flying sites was given to the MAAA last month – the sites, which will be recorded with CASA as club sites, will include Mount Hollowback and along the southern shore of Lake Burrumbeet (for any float fly events).

#### 8. General Business

##### a) Trawalla Estate Update

- Max has a replacement heater to be installed.

- Fencing the compound/car park from the flying area was proposed and discussed. Plan and pricing to be drawn up to be discussed at the next meeting.

## b) Strategic Plan – nil

## c) Field Maintenance

- Soil will be required to fill a few small holes in the runway.
- New matting (Bairnsdale), sample supplied by Graeme, could be used on the tables.

## d) Burrumbeet Airstrip

- Fred visited and it doesn't justify a mow yet.

## e) Pits replacement matting

- Planned to be retrieved on 1st and 2nd June. Nick can provide a truck.
- Knives etc. will be required to cut the matting in preparation for loading. Truck will arrive Albury Saturday evening, other members could arrive during Saturday afternoon to prepare it. Loading on Sunday morning and dropped off at Trawalla. Fred will contact the Albury club member to let them know.

## 9. Other Business

- Flying fees – BRMFC component will remain unchanged at \$95, MAAA will be \$90, VMAA \$54. Total will be \$239 for senior members.
- Mount Hollowback; there have been reports of some troubles with 2.4GHz frequencies. May possibly be due to a new radio transmitter that had been installed. Further information will be sent as and when it becomes available.

## 10. Agenda items for the next meeting.

11. Meeting Closed at 8.44pm – Next meeting date Wednesday 26<sup>th</sup> June 2019, 7.30pm at the Eastwood Leisure Complex.



## BRMFC Membership Fees 2019/2020

Just a quick reminder that Member Subscriptions are now due for the 2019-2020 year. Whilst our club and the VMAA components remain the same as last year the MAAA part has increased by \$30.

The Membership Form was updated on the 4<sup>th</sup> June and posted on the club web-site, so you can download it, fill it out and submit with your payment. The Secretary only needs 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 the club, with your name (preferably) or telephone number to ID the deposit.

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

Summarizing, the fees for 2019/2020 are (pension):

Senior:	\$239 (\$230)
Junior:	\$120 (\$115)
Associate:	\$63 (\$57)
Social:	\$24 (\$22)

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 1<sup>st</sup> 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>

**Friday, 30<sup>th</sup> June is the last day you can fly if your fees are not paid.**

**You can fill out PDF forms using the current version of Adobe Reader.**

- If you click on the [Membership Payment](#) link on our web site [Membership](#) page it will open the PDF file in your browser.
- Then save the PDF file to your local PC using the *Save* command which can be found on the browser menu or right click popup menu.
- Open the PDF file from the saved location.
- Click on Adobe Reader *Tools* tab, then click *Fill & Sign*.
- The mouse cursor will then be in a text box input mode. Click in the *type in* area adjacent to Surname and type your name. You can then move the text box around and resize to suit.
- Continue on with the other entry fields doing the same thing.
- There's also X & tick in the menu up top to choose from.
- Once finished save the PDF under another name. You can then print or email to the secretary.

This works for most PDF's (unless the PDF has been created with document restriction options preventing mark up.)



## VMAA News

*The following Information gathered from the Minutes of the VMAA Executive Committee Meeting held on the 9<sup>th</sup> May 2019 which might be of interest to members. Note: some situations may have concluded or changed since then.*

### 18. SFI Report:

18.1 All wings are up to date. Spending more time correcting data on the database. BADMAC has requested an instructor's course which includes members from the Sale and Latrobe clubs.

18.2 Letter to all instructors (265) indicating the requirement to complete a refresher course. To be sent after a draft review via mail.

19. State Field Reports:

19.1 If anyone has issues in regards to state fields, then they should be flagging the issue in the reports which can be presented via email or at a VMAA meeting.

20. General Business:

20.1 2020 MAAA Nationals – Mr. David and Toni Axon tabled the consideration to run the Nationals at West Wyalong for 2020. The intent is to hold the nationals in one location each year where the facilities are available and ready to go. The property of 700 acres has been purchased and trying to put all events on the property. Has been successfully in 2018 and 2017.

20.1.1 Funds have been expended on different locations only not to return to that location. Having one site has merit. The West Wyalong local council and township are very supportive and would like the nationals back on a permanent basis. The location is reasonably in a central area in NSW.

20.1.2 The Albury/Wodonga catering was not good plus the change of council seems to have reduced the support from previous nationals. Discussions were invited:

20.1.2.1 SIGs were asked to run their own events for the nationals if the infrastructure is available and ready to go. Plus, the organizing organisation receives \$10K to assist in running the nationals. Time of year when the nationals are conducted needs to be looked at. (November?)

20.1.2.2 NSW Free Flight own the field (700 acres). Not owned by the MAAA. A number of SIGs do not like the West Wyalong site due to surface availability and type. The site needs to be developed, but need the interest, commitment of SIGs. The MAAA needs to commit and have ownership of the West Wyalong site so funds and facilities can be built. In the past, SIGs needed to attend the Nationals to take part in World Championship.

20.1.2.3 VMAA President tabled that an open letter from the MAAA was sent in regards to Nationals and their future. To be discussed at the MAAA Conference.

20.3 Loan Equipment: All equipment needs to be catalogued with location. VMAA Secretary is to review.

20.3.1 Equipment was borrowed by one of our clubs but parts of the equipment was damaged and unusable.

20.3.2 Action: VMAA Secretary to produce a process for borrowing and returning equipment. If damaged or lost, then replaced by borrower. Underway

20.4 Keys to Darraweit Guim State Field: Keys are available however; the host club needs to be present for access.



### New Models seen at field

On Sunday June 9<sup>th</sup> Graeme had a Shoestring to test fly. The model is by Phoenix and is fitted with an ASP91 FS. Wingspan is 1537mm (60.4 inch) and length 1291mm (50.8 inch). I asked Graeme for his thoughts on the model.



*Looks like Graeme is making some last minute control surface throw adjustments and possibly a bit of exponential.*



*The Phoenix version of the Shoestring is about the same size as my old Great Planes Shoestring but it is much narrower in the fuselage. I guess more semi scale than the GP version.*

Overall, the model was easy to put together for the most part, the only disappointing part was the rudder fin.

When cutting the covering to fit the rudder fin, the actual cut out is bigger than the fin which you don't realise until you have cut it out.

It wasn't a big job to fix it though as I just used a piece of the cut out film to recover the cut out section after the fin had been fitted.



*Graeme taxiing the Shoestring out for its maiden flight.*





*And the Shoestring takes to the air for the first time...*



*And almost back on terra firma...*

Whilst I am happy with the way the model fly's, I need to do some work with the motor as it cuts out at low throttle. It's a problem with the low range adjustment on the motor which I will retune.

**G**raham Waterhouse had framed up an Aeronca sometime before he passed away in late 2017. While we were going through Graham's modelling gear early in 2018 to sell it for June, Glenn liked the model and said to June that he would like to finish it off. He has been working on it off & on ever since and has finally finished it and with a good deal of scale detail. In fact it was the pilot from the Cessna Birddog Col Pinkerton crashed at Bowes Road some 20 plus years ago. Graham had the remains at his place and contemplated repairing it but I think the enormity of the task kept it on the back burner all those years. The reason I'm digressing here is that by chance Glenn Orchard (Ex Mildura) rang me on Sunday June 23<sup>rd</sup> the day Glenn had the Aeronca at the field asking about the Birddog because apparently it belonged to Glenn's father Peter at one stage. Unfortunately it was considered by all during the clean-up at June's that in reality, repairing it was out of the question and it was finally disposed of. It's a pity Glenn Orchard hadn't enquired about it a year ago because he could have taken it as a memento.

Back to the Aeronca. In the finishing off process Glenn fitted an OS95 FS engine that he had in his arsenal of engines which seems a reasonable choice. He has also provided the following background info.

#### AERONCA DETAILS

Model	AERONCA 7AC. CHAMPION
Wingspan	107 inch
Motor	O S 95 FS
Weight	Not Very Heavy

The Aeronca was framed up some years ago by Graham Waterhouse. I (Glenn) have been unable to locate the plans he used. I suspect he used plans from SCALE R/C MODELER as he had a copy of giving details on construction and flying an Aeronca L-16. I think the L-16 is the military version, the 3 view I used to complete the model was the 7 AC Champ.

I have always been impressed with Graham's building skills and this model is no exception. At 107 inch wingspan this is a large model, the construction article warned not to exceed the recommended engine size of a 60 2 stroke. No way did I think a 60 would be enough. At this stage the frame was covered with Bems Silk and doped. I find Bems Silk to be one of the easiest coverings to use giving a very strong and light finish.

I started my work on the model by applying all the rib tapes and then thinking I have gone this far I may as well do all the stitching as well. Wings done I finished off the cowl, tissue and dope were used to get the desired finish.

Next the windshield. Roger helped me blow up the outline from the magazine to make a template. Cockpit details, instrument panel, seats etc. etc.

An OS 95 FS fitted inside the cowl perfectly and has since proved to be quite adequate.

With a little help from Max I made the wing and tail struts.

The paint used was Killrust Enamel.

There is still work to be done as it appears there is a fault with the rudder servo and the engine thrust line.

I would like to thank all who have helped me with this model. I know with my failing eyesight I will never be able to fly any more but it still gives me pleasure to know that I have achieved something.

Roger can continue on with what happened on its test flight.

Thanks Glenn for the interesting insight into the model.

The model had not been fully assembled at home because it won't fit in his workshop so there was a bit of testing to do at the field but the wings fitted okay although a bit of fine tuning was needed with the struts. We noticed a bit of left thrust on the engine and the rudder was not centring as it should but decided to proceed readying it for flight.



Graeme is doing an adjustment to the muffer and also the throttle linkage. As mentioned elsewhere, Glenn is having eye problems and finds close work difficult which is why he has asked us to closely go over the model.



Time to fill the tank and run the OS95 FS. The engine ran like a Swiss watch with hardly any vibration.

We were happy with the CofG, it being about 25-30% back from the wing leading edge, the wings looked straight although no washout. With everything in place it was time to run the engine. It started and ran okay and the way it ran imparted confidence that it would be a reliable power plant.

Glenn's having eye sight issues at the moment so he asked me (Roger) to do the test flight. I asked Graeme to get my camera and video the flight then taxied the Aeronca out to the strip. It handled nicely on the ground, no tendency to nose over or anything like that. Admittedly the conditions were near perfect for a test flight, just a light breeze from the south.



With yours truly at the controls it was time to taxi out to the strip for the maiden flight.



The take-off run has commenced, so far so good.

After taxiing out to the centre of the strip I turned into wind, did a final control check and opened the throttle. It tracked straight for the first 20m or so, lifted the tail then it started to veer to the right. After lift-off it had this tendency to crab like it was side slipping and I gained height as quickly as was possible. The OS95 had sufficient power given the type of model and also it's not very heavy and probably under 7kg.



It veered to the right once it got up speed and didn't respond to rudder but lifted off and managed to climb out ok. At that stage it seemed under control.

Progressively it became harder and harder to control to the point where I had to resort pretty much to rudder to effect turns. Then it would bank steeply and go into a dive which I was able to recover then it would go the other way like the rudder was staying on.





*Prospects for the Aeronca were not looking good as it went through its gyrations... They are mildly aerobatic – this one sure is!!!*

At the time I didn't think I would get it down in one piece and wanted to land straight away. I pulled the power off then to my amazement and relief it became controllable, but I was still expecting it to resort to its erratic behaviour at any moment.



*A final bank to line up with the strip.*

Fortunately it came in nicely and was easy to land – not even a bounce, very strange.



*The moment of touchdown. What a relief!!!*



*And roll to a stop. The OS95 was still running so that part is all good.*

I suspect if the rudder was a major factor together with the bit of left thrust then pulling the power off would make the rudder less effective and thereby reinstated control.

Upon closer inspection we reconfirmed the rudder was not centring satisfactorily and also the servo lacked the power to move the control against even a light load. The servo used should have adequate power given it is on a 6V battery supply. In any case it will need replacing along with fixing the engine thrust line.

Hopefully the next flight will be less eventful.



### **Goin's on at the Field**

#### *Prepping the East/West Runaway extension*



*While the contractors were seeding the paddock the farm manager got them to level off and seed our runway extension. It was a very kind gesture and very much appreciated.*

Following on from the levelling and seeding of the east/west runway extension by the farm manager's contractor on Thursday May 30<sup>th</sup>, Murri Anstis and Peter Weston have been smoothing it off further by towing an old gate over it with the mowers. Initially we thought more machinery might be required but it seems to be coming up quite good. We have to remember it is only the runway run off rather than the take-off part of the strip. With the extension we'll have about 110m of mown runway and about another 40m to the boundary fence which will be reasonably smooth but not mown short. We don't fly off it all that often, but it's comforting to know the runway is available and safe to use.



*Murri and Peter W. smoothing out the runway extension with the mowers. Photo looking south and taken on Sunday 9<sup>th</sup> June.*



With the extension work we have also effectively pushed the E/W runway alignment further south by several metres (can't remember exactly how many). This has increased the clearance between the runway and our facilities as a matter of safety and to ensure we are in compliance with all the regulations.



The old boundary fence cut across the E/W runway at an angle – that constraint has now been eliminated.



Murri and young son Larry on the John Deere.



This shot is looking due west along the extension.

### Installing the new wood heater

As most of you would realize the wood heater that we so much depend upon during the cold winter months has corroded away and seriously in danger of collapsing. It has done extremely well, being basically out in the open and lasting almost five years.



Max has been working on the replacement unit over the last few weeks. He and Glenn brought it out to the field on Sunday June 23<sup>rd</sup> for installation and christening. The new one has been constructed from the same hot water service as the old one so it basically looks the same. Max had Graeme drill the 10mm diameter air draw holes in the bottom plate – all 76 holes from memory which Graeme said was pretty hard going especially with the vitreous enamel coating to get through.

There were a few members on hand to help remove the old heater which was just a matter of disconnecting the flue, moving the old heater away and positioning the new one to line up with the flue. Once in place we gave Max the honour of lighting it. It smoked for a little while inside and out until it burnt off the residual heater insulation material on the cylinder. After that it was really pushing out some heat and definitely a lot more than the old one.



The old heater was full of holes up on top and was bellying out about 400mm up from the base. The cylinder wall was very thin at this stage after 4+ years of service.





The new heater awaiting installation.



Alan volunteered to go up on the veranda roof and resecure the flue.



As you can see it was quite foggy in the morning but it turned out a nice day.



On behalf of the club Max, thanks for a job well done. If it wasn't for the heater there are many days in winter that would be far too cold to be out there.



### Tips & Tricks

A few more interesting YouTube clips arrived on my phone over the last month which I thought may be of interest.

Watch "HD The World Models 50cc Pilatus PC-6 Porter 125" Wingspan Balsa Kit Building Guide 1/6 (Fuselage 1)" on YouTube <https://youtu.be/udidUb2o9Lk>

Watch "HD The World Models 50cc Pilatus PC-6 Porter 125" Wingspan Balsa Kit Building Guide 2/6 (Fuselage 2)" on YouTube <https://youtu.be/wsmqk47HXL0>

Watch "HD The World Models 50cc Pilatus PC-6 Porter 125" Wingspan Balsa Kit Building Guide 3/6 (Wing)" on YouTube <https://youtu.be/luUIEt9exCA>

Watch "HD The World Models 50cc Pilatus PC-6 Porter 125" Wingspan Balsa Kit Building Guide 4/6 (Stabilizer)" on YouTube <https://youtu.be/YNVltMsujQA>



The plaque on the front says BRMFC MODEL INCINERATOR!!! Let's hope not.



Watch "HD The World Models 50cc Pilatus PC-6 Porter 125" Wingspan Balsa Kit Building Guide 5/6 (Rudder)" on YouTube <https://youtu.be/KFBMmLpQ5LE>

Watch "HD The World Models 50cc Pilatus PC-6 Porter 125" Wingspan Balsa Kit Building Guide 6/6 (Assembly)" on YouTube <https://youtu.be/snt5ESzua-0>

Watch "SUPER LOW Antonov 12 Downtown Approach waking up people, LOTS of MUSCLE INPUTS!!! [AirClips]" on YouTube <https://youtu.be/pCkRP00ubHU>

Watch "WHY THE C-5 GALAXY IS SUCH A BADASS PLANE | | WARTHOG 2019" on YouTube [https://youtu.be/zrl\\_tHCEhCY](https://youtu.be/zrl_tHCEhCY)

When the US Airforce invited submissions for a heavy lift transport back in the 1960's, Lockheed's submission won out and became the C-5 Galaxy. Boeing's proposal went on to become the 747 according to the video. Ed.

Watch "Car vs Boeing 747 Engine | Top Gear | BBC" on YouTube <https://youtu.be/ZJ9uWsvR1IO>



### Events

#### Trip to Albury to pick up matting – 1<sup>st</sup>/2<sup>nd</sup> June

We had been talking about the pit matting available at the Twin Cities Club in Albury for quite some time, probably a year or so now. It was discussed at various meetings and there always seemed to be difficulties getting everyone interested available on a particular date. Then we had the option of using the Gekko Isuzu light truck but of course Nick had to drive it and he was often away on business. So the whole thing went around in circles for quite a while. Then at the April meeting we settled on the weekend of 1<sup>st</sup>/2<sup>nd</sup> June. We would drive up Saturday morning, load up in the afternoon, stay the night then drive back Sunday to our field and unload. So that was the plan. At that stage all the players were not known but in the end it came down to Graeme, Glenn, Fred & Roger in Graeme's BT50 and Peter & Lyn Weston.



This was the trailer we hired on the Friday night. I picked it up and took over to Graeme's Saturday morning.

At the May meeting it was decided to use the Gekko truck because Nick had only recently arrived back home from a work trip and then holiday. However after the meeting Nick learned that the truck had been involved in a minor accident damaging the lights so it could not be used. We had considered hiring a car trailer before the truck option was mooted so we resorted to that.

I (Roger) organized a few days before the weekend trip to hire a 14 foot car trailer from Ballarat Trailer Hire where we could pick up Friday night and return Monday morning. They kindly gave it to us for a two day hire at \$90/day.

That all being arranged I picked up the trailer on the Friday night and parked it in my drive way, then early Saturday morning towed it over to Graeme's picking Fred up on the way. We hooked the trailer on to Graeme's BT50 and by 8AM Glenn arrived then we set off for the drive up to Albury.

We stopped at Kilmore for breakfast then on to Albury arriving around 1PM from memory. Peter & Lyn Weston were already there. Peter took the opportunity to use the trip to give his new BT50 a run while helping out loading the trailer.



At this stage the trailer was loaded and the job was basically done, so time to get the camera out.



At the field we met up with Dave Balfour whom we have been liaising with, and other TCMAC members. They took us over to where the matting was stored on the far side of the field. We cherry picked what they had and would be the most useful size pieces.

We unrolled the matting out flat, got as much mud off as possible (and as many snakes we could find out as well) then



folded and rolled as required so it would fit neatly on the trailer without any overhang.



From l to r. Graeme Frauenfelder (President TCMAC), Glenn White, Lyn Weston, David Balfour (TCMAC), Fred Eggleston, Peter Weston and Graeme Allen. Yours truly was OC camera.

By about 2:30PM the job was done, we had about half a dozen rolls of various lengths and widths tied securely onto the trailer. After that we adjourned to their club area for a chat and watched one of their members putting his big Pitts (AKA the Beast) through its paces. The weather was really nice about 16deg, no wind and clear skies, what more could you ask for. Dave did say however it was the first good weather they'd had for many weeks which made us feel better.



One of the Albury members was taking advantage of the perfect conditions to fly his big Pitts known as "The Beast". I'm pretty sure that's what it's called. He put on a good flying demo.

After that it was into town (leaving the trailer at the field) to the Seaton Arms Motor Inn where we were staying for a

couple of refreshments before heading out to the Commercial Club just around the corner for tea.



A panoramic shot of the Twin Cities field.

Sunday morning we headed back out to the field around 8:30AM hitched up the trailer, paid our respects to the Albury club members and thanked them once again for their help. Then it was the long trip back home and out to our Trawalla field. The weather was nice up north but deteriorated as we headed south to be greeted by rain as we made the last leg along the Western Freeway to Trawalla.

We were in contact with our members at the field to ensure there would be plenty of help to unload the trailer arriving at around 1:30PM. The matting was unloaded off the trailer and stored near the tree awaiting a working bee to lay it in the pits.

So that's the saga of the pit area matting to date.

Here's a few more pics of the Albury club field. It is in a very picturesque spot only about 6km north of Lavington outskirts.







### Coming Events

#### Sausage Sizzles Bunnings Ballarat – July 5<sup>th</sup> & 19<sup>th</sup>



We have two sausage sizzles coming up at

Bunnings Ballarat on consecutive Fridays. The first is **Friday July 5<sup>th</sup>** and the second is **Friday July 19<sup>th</sup>** which is about 3 weeks away as this newsletter goes to print. As usual we need several hands on deck to make the operation run smoothly. The old saying “many hands make light work” comes well and truly into play here.

Both are **Friday** opportunity which we have been offered as a supplement to the weekend events which are keenly sought after. The last event we ran on 18<sup>th</sup> January this year was also a Friday and it turned out quite profitable for the club and well worth the effort, but as expected not as good as a Saturday.

I’ll put out the usual duty roster a week or so beforehand which gives time for comment and adjustments to suit individual needs. I realize only retired members can be asked to attend. Going by the last event, three is probably enough on each shift, although four is the ideal number.

All this has been said before. Bunnings has a national pricing standard for sausage sizzles held at their stores. Sausages: \$2.50, drinks \$1.50. In a way that makes it easy, we don’t have to worry about what price to set.

We also have to comply with the new requirement to put the onions on the bread first as a way of mitigating spillage. See this article: [The humble Bunnings snag in bread is facing a change for safety reasons.](#)

If you haven’t heard about it, please put this date in your diary so you can be available for a stint on either or both days. I realize this is only open to retired members so others may obviously disregard.

**T**he impending opening of the new Delacombe store has me a little concerned if it was to open on either of these dates. I drove past the store on Sunday May 19<sup>th</sup> and it still looks a fair way off, but nevertheless nearing completion. See this link for info on the new store: <https://www.openinghoursau.com/bunnings-warehouse-delacombe-ballarat-vic>

The opening of the new store was mentioned on the radio on the morning of Thursday 13<sup>th</sup> June. The builder was expected to hand it over to Bunnings for merchandise fitout in a couple of weeks. It is expected to be open before August which lines up with what Bunnings Ballarat store activities organizer said the day before.



### For Sale

I (Roger) have for sale the Kraft Super Fli fitted with an Irvine 72 engine which belonged to the late Graham Waterhouse. It sustained some damage when it was last flown probably late 2016 or early 2017. The engine cut out resulting in a forced landing in the outfield which tore out the undercarriage. The U/C then damaged the underside of the wing. Graham repaired it up to the repainting stage.



Library photo taken at Warrnambool on 2<sup>nd</sup> March 2014.

If anyone is interested please contact me via the editor details at the top of the newsletter.

### Humbrol 14mL paint tins

5 trays of assorted unopened Humbrol paints, approx. 70 tins per tray. In many cases, there are several tins of the same colour. There are 306 unopened tins.

SELL FOR \$1 each.



The colours are those that would be used for cockpit detail undercarriage wheel wells etc.

If anyone is interested I can send a PDF file of the list of colours with Humbrol colour number, colour swatch and number of tins available.



### Event Calendar

<b>June 1<sup>st</sup>/2<sup>nd</sup></b>	<b>Trip to Albury to pick up matting (TBC)</b>
June 5 <sup>th</sup> (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI.
June 8 <sup>th</sup> /9 <sup>th</sup>	VFSAA VicScale Trophy – Shepparton
June 8 <sup>th</sup> /9 <sup>th</sup>	A&DAC Annual Float Fly – Lake Bolac
June 19 <sup>th</sup> (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI.
<b>June 26<sup>th</sup></b>	<b>BRMFC Meeting Eastwood St Leisure Centre</b>
<b>July 5<sup>th</sup> (Fri)</b>	<b>Sausage Sizzle – Bunnings Ballarat</b>
July 3 <sup>rd</sup> (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI.
July 17 <sup>th</sup> (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI.
<b>July 19<sup>th</sup> (Fri)</b>	<b>Sausage Sizzle – Bunnings Ballarat</b>
<b>July 24<sup>th</sup></b>	<b>BRMFC AGM Eastwood St Leisure Centre</b>
Sep 14 <sup>th</sup> /15 <sup>th</sup>	Shepparton Mammoth Scale Fly In – VRF
<b>October 20<sup>th</sup> (Sun)</b>	<b>Len Astbury Fun Fly – Trawalla, BRMFC</b>
Nov 1 <sup>st</sup> – 3 <sup>rd</sup>	MossKosh Annual Fun Fly – Ararat & DAC
Nov 23 <sup>rd</sup> /24 <sup>th</sup>	Fun Fly & Swap Meet – HMAAC, Hamilton

See the [VMAA Calendar](#) for all Victorian events.

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

### Odd spot

I was out on my daily exercise walk on Monday night and while walking up Dyson Drive heading south at 6:05PM I looked up into the night sky and a bright flash with a long tail streaked across heading west then suddenly disappeared. From when I first saw it, it only lasted a few seconds. I guess it was a meteorite burning up as it entered the earth’s atmosphere. You hear about this phenomenon but rarely get a chance to see it.

Did anyone else see it?







# BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0062781D

## MEMBERSHIP PAYMENT FORM – 2019/2020

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 1<sup>st</sup> July 2019.

Club	\$95.00	(\$86.00)	
VMAA	\$144.00	(\$144.00)	(VMAA: \$54, MAAA: \$90)
<b>Total</b>	<b>\$239.00</b>	<b>(\$230.00)</b>	-----Amount: \$ .....

**Senior member** – Full member benefits, any person 18 years or over before 1<sup>st</sup> July 2019.  
 VMAA fee is paid through another club and you intend to fly regularly at our field.

Name of other club: .....

Club	<b>\$95.00</b>	<b>(\$86.00)</b>	-----Amount: \$ .....
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**Junior member plus VMAA** – Any person under 18 years before 1<sup>st</sup> July 2019.

Club	\$48.00	(\$43.00) – 50% of senior membership fee	
VMAA	\$72.00	(\$72.00)	
<b>Total</b>	<b>\$120.00</b>	<b>(\$115.00)</b>	-----Amount: \$ .....

**Associate member** – Receives 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	<b>\$63.00</b>	<b>(\$57.00)</b>	-----Amount: \$ .....
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**Social member** – Receives newsletter, non-flyer, non-voting. (1/4 of senior member fee.)

Club	<b>\$24.00</b>	<b>(\$22.00)</b>	-----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	\$105.00	(\$94.00)	
VMAA	\$144.00	(\$144.00)	
<b>Sub-Total</b>	<b>\$249.00</b>	<b>(\$238.00)</b>	-----Amount: \$ .....

Person 2	<b>\$72.00 or \$144.00</b>	<b>(\$72.00 or \$144.00)</b>	VMAA fee -----Amount: \$ .....
Name:	.....	D.o.B. ....	MAAA (AUS) No: .....
Person 3	<b>\$72.00 or \$144.00</b>	<b>(\$72.00 or \$144.00)</b>	VMAA fee -----Amount: \$ .....
Name:	.....	D.o.B. ....	MAAA (AUS) No: .....
Person 4	<b>\$72.00 or \$144.00</b>	<b>(\$72.00 or \$144.00)</b>	VMAA fee -----Amount: \$ .....
Name:	.....	D.o.B. ....	MAAA (AUS) No: .....

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

**Yearly subs are due by 1<sup>st</sup> July 2019.** 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: *209 Jollys Hill Road, Smythes Creek 3351.* 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 **1<sup>st</sup> July 2019 to 30<sup>th</sup> June 2020** Signed:.....