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# VALLEY FLIER

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NEWSLETTER OF THE LATROBE VALLEY MODEL AERO CLUB  
 ( INCORPORATED IN VICTORIA. REGISTRATION NUMBER (A0001822M) )  
 39 KURT ST, MORWELL. 3840  
 Mob 0422 627 169

## June 2025

PRESIDENT	SECRETARY & EDITOR	TREASURER
BILL REID	WAYNE LEWIS	GODWIN BUGEJA
5 WATTLETREE CRES	39 KURT ST	5 LISLE ST,
MORWELL. 3840	MORWELL. 3840	MOE. 3825
Mob 0412 369 116	Mob 0422 627 169	Mob 0417 333 588

Club Email address is [latrobevalleymodelaeroclub@gmail.com](mailto:latrobevalleymodelaeroclub@gmail.com)

Have you checked out our WEBSITE at [www.lymac.org.au](http://www.lymac.org.au)

VMAA Website is at [www.vmaa.com.au](http://www.vmaa.com.au)

MAAA website is at [www.maaa.asn.au](http://www.maaa.asn.au)

Facebook -<https://www.facebook.com/flylymac>

General Flying at Lake Narracan on Thursday, Saturday & Sunday mornings when the weather allows.



Dave Lewis has purchased this large electric foam "RV8" with floats and normal undercarriage and night lights. It flies very nicely and has had a workout on the Lake this month with the mirror calm conditions that we have experienced.

Dave also did some night flying at the Bairnsdale Mid May Muster with this model.

SUNDAY	JUNE 1	Club Flyday at LAKE NARRACAN.
WEDNESDAY	JUNE 4	Monthly Meeting at the Moe RSL meeting room – 7.30pm start
<b>SAT/MON</b>	<b>JUN 7/8/9</b>	<b>KING'S BIRTHDAY WEEKEND....</b> Various Events see VMAA calendar
SUNDAY	JUNE 8	Club Flyday at LAKE NARRACAN.
SUNDAY	JUNE 15	<b>Slope Day at No Pine</b> & General flying at all sites
SUNDAY	JUNE 22	General flying at all sites & <b>Combat Classic Event 3 at 11.00am</b>
SUNDAY	JUNE 29	General flying at all sites
WEDNESDAY	JULY 2	Monthly Meeting at the Moe RSL meeting room – 7.30pm start
SUNDAY	JULY 6	Club Flyday at LAKE NARRACAN
<b>SUNDAY</b>	<b>JULY 13</b>	General flying at all sites & <b>Combat Classic Event 3 backup day</b>
<b>SATURDAY</b>	<b>JULY 19</b>	<b>Club Social Meal – time &amp; venue to be notified</b>
SUNDAY	JULY 20	General flying at all sites.
SUNDAY	JULY 27	General flying at all sites

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From the President...

Hi all

I have not been to the field much this month due to my inability to drive following my recent shoulder surgery.

The weather has been very good this Autumn with exceptional days after some very cold mornings. We were lucky enough to get good weather conditions for the Combat Cup, Club Flyday and Col Cliff Memorial Trophy. I did attend the combat day and my driver (my wife Lyn) was impressed and enquired if my skill level was on the same level! Sadly, my reply was in the negative.

It seems as though the wind will return over the next few weeks with Winter soon after. However, I will be at the next club meeting.

See you at the field.

Bill Reid'

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## Combat Cup & Combat Classic Event 2

Sunday 4<sup>th</sup> May finally saw the Combat Cup run in ideal conditions. Once the fog cleared it was fine and cloudy with some sunny breaks and the light Easterly wind helped dry the dew off the grass so the event was under way by 11.00am. There were 7 starters for the event.

**Scoring** – Full 3 minutes of combat is 200 points, 180 if you don't make the full 3 minutes, a streamer cut is worth 50 points and losing your streamer is minus 50 points.

**Event 1** - The 1 minute flight was won by Craig with a dead on time of 1 minute. Lofty came in second with 1 minute & 1 second. Dave missed out with his nitro engine playing up and did not continue in the Combat.

**Event 2** - The loop, roll, loop, roll, loop, roll ended with a tied score with Lofty & Jamie both doing this event in 12 seconds.

**Event 3** – was the 10 second inverted flight with Wayne winning on 10 seconds exactly with, Lofty & Craig doing it in 11 seconds and Jamie in 9 seconds.

**Event 4** -The Spot landing was won by Godwin who was within 1 metre of the spot. Wayne was second at 2 metres from the spot

We then had hotdogs for lunch and straight after lunch we got into the combat. There was plenty of very close combat.

**Round 1** saw Wayne get 2 cuts and lost his streamer, Lofty lost his streamer, Godwin got 1 cut and lost his streamer, & Ian P lost his streamer. Dave missed out with his nitro engine playing up and did not continue in the Combat. Godwin crashed in this round.

**Round 2** Wayne got 2 cuts, Lofty got 1 cut and lost his streamer, Godwin had to use a backup model for this round.

**Round 3** Lofty got 1 cut and lost his streamer, Jamie got 1 cut, Craig got 1 cut and lost his streamer. Lofty & Jamie had a midair with Lofty's Fin being taken off and the SPAD crashing with & no apparent damage to Jamies SPAD. Godwin had an issue losing one aileron but finished the round successfully.

**Round 4** Wayne lost his streamer, , Lofty got 1 cut and lost his streamer, Godwin lost his streamer, Jamie got 1 cut and lost his streamer and Craig got 1 cut and lost his streamer.



12 streamers cuts is the same as our last combat event.

Final Overall Scores for the Combat Cup were .....

Wayne	1470 points
Lofty	1460 points
Godwin	1400 points
Jamie	1360 points
Craig	1300 points
Ian P	1080 points
Dave	470 points (Dave didn't do the combat- nitro engine problems)

Thanks to Chris & Owen for doing the timekeeping & scoring and Mick for Checking the pilots were ready.



Above – L to R - Dave, Lofty, Jamie, Wayne, Craig, Godwin & Ian

The Combat part of this event is Event 2 of the **Combat Classic** which has 4 Events throughout the year. Below are the current scores after 2 events

Scores	Event 1	Event 2	Total after 2 events
Wayne	850	900	1750
Jamie	800	800	1600
Godwin	850	730	1580
Ian P	800	750	1550
Craig	800	700	1500
Lofty	700	750	1450
James	800	0	800
Brian	800	0	800
Dave	550	0	550





Above - Wayne's combat models – you have to have back up , just in case



Above – Ex member John Gillam has gone into speed boats and usually speeds around Lake Hyland at Churchill but decided to have a go on Lake Narracan. Unfortunately, the wind came up so conditions were not really favorable for high speed boats.



## Please make sure that before flying, the Container is open for access to the Fire Extinguishers, Defibrillator and First aid Kit.

### Minutes of the May 2025 General Meeting held at the MOE RSL at 7.30pm on Wednesday 7th May 2025

- 1 Meeting Opened at : 7.30pm
- 2 Present – 14 members - Bill Reid, Chris Davenport, Wayne Lewis, Godwin Bugeja, Ivan Walker, Fred Barabasz, James Morfitt, Stephen Loft, Ian Partleton, Ian Heafield, Roy White, Craig McMahon, Jamie McLaughlin, & Mick Dye.
- 3 Apologies – Brian Adams & Ash Bence
- 4 Visitors - None
- 5 New Members applications – None
- 6 Confirm the minutes of the previous Meeting held on 2nd April 2025 – As per the May 2025 Newsletter

Moved : Secretary                      Seconded: Ian P    Carried: yes

7 Business arising from the previous minutes –

- 7.1 Bunnings Sausage Sizzle – date to be set & Mothers Day event Thursday 8th May. - The Mothers day event did not happen and Godwin is waiting on a suitable date to be locked in.
- 7.2 Height Limits – It was decided that we should leave things as they are for now with the 400ft height Limit. It may not be easy to get the land owners permission due to the current development happenings.
- 7.3 Survey results – Craig showed the survey results which are attached to this newsletter. There were 24 replies and some good suggestions. Unfortunately most of the suggestions would not work for the Lake Narracan site.

8 Correspondence In & Out and Business arising from Correspondence

- 8.1 Out - Newsletter to members, VMAA & various others
- 8.2 In - VMAA Minutes
- 8.3 In – LCC info on Grants and Grant writing workshops – Wayne and Craig will attend the workshop.
- 8.4 In - Request form BawBaw home schooling to visit us – Wayne has replied and is awaiting a response.
- 8.5 In – VMAA info on web seminars - Come & Try days & area approvals.
- 8.6 Out – Godwin sent an invitation to a local Councilor, Adele Pugsley, to visit the Club.

Moved : Secretary                      Seconded: Ian H    Carried: yes

9 Treasurer – As supplied

1-04-2025 Starting Balance \$  
Income \$  
Expenses \$  
31-04-2025 Balance \$

Comm Bank TD \$    (this investment was renewed on 10-7-24 for 1 year @ 4.60% )  
Bendigo Bank TD \$    (this investment was renewed on 26-3-24 for 1 year @ 4.00% )  
Total Investments \$  
**Grand Total \$**

**It was noted that this is the end of our Club Financial Year**

Moved : Treasurer                      Seconded: Mick D    Carried: yes

- 10 2024-2025 Membership at 5-4 -25 – 26 Seniors, 11 Pensioners, 5 Junior, 3 Life, 3 Associate = 48 financial members
- 11 Lake Narracan Advisory Committee: - Godwin attended a meeting and has some issues to discuss. It was agreed to form a relocation committee to look at our situation and to see what they can do about a new field. Craig, James, Jamie, Mick, Brian & Godwin put their hands up.
- 12 Relocation Update: - The new committee will look into it.
- 13 Flight Proficiency – Craig McMahon had passed his Gold Wings test
- 14 Safety – some propellor injuries have occurred. We all know these things do happen. Kill switches and restraints should always be used.

15 GENERAL BUSINESS

- 15.1 Website Domain renewal (lvmac.org.au) \$43.55 for 2 years - Due before 4/6/25. It was agreed to pay the fee.
- 15.2 Council Grants – will be coming up in July. We may try for a Lithium Battery for the Solar System
- 15.3 Toilet repair – there is a slow leak. We may have to dismantle it - ongoing
- 15.4 Mid year social in July – We want a venue with a reasonable private area. The RSL can probably provide that.
- 15.5 Club Fees for 2025-26 – It was agreed that the “Club Fees” would remain the same and the MAAA & VMAA fees added to it. The MAAA meet this month to set their fees.
- 15.6 It suggested that we get a sign made to put at the Sullivans Track, South Shore Rd T intersection. We may need Council approval to do it. We agreed to get the sign made.
- 15.7 Mick & Dao are updating the power point presentation to pass on to appropriate people and maybe put on our website or facebook pages.

16 BENT WHEEL AWARD – Quite a few to choose from....

1 Graham hit the bank and went into the drain with his Extra 300. He has repaired it.

2 Mick wiped an undercarriage of a model and that was fixed.

3 Godwin crashed his Low Boy and its not worth fixing.

4 Craig damaged his F14 Tomcat with a heavy out landing and then he cashed his Extra 300 when flying inverted.

5 Ivan crashed a high wing model when it went off the air – maybe something to do with the sound system in it. (magnet & receiver)

6 Ian P took off and stalled his Boomerang and it went into the fence.

7 Fred crashed his Zlin. He went to fly it the day before and noticed the engine was moving. Investigation found the ply engine mount box was coming apart on one side. He took it home and repaired the box and when he flew it the other side of the engine box failed and the motor came off and the model crashed.

8 Rex crashed his Jungmeister when the elevator servo stripped a plastic gear in an old servo and it went in hard.

**Congratulations Rex, you are the lucky winner of this Award for this month.**

17 BOMB AWARD - Nominations for the Bomb award were.....

1 Fred for not gluing the firewall properly which caused his large Zlin model to crash

2 Craig for flying upside down and pulling up which his down when you are inverted. The model is a write off.

**Fred is the lucky recipient of this award for this month**

18 SHOW & TELL – Fred Showed a new UMS 150cc 5 cylinder Radial engine that he has just bought. Will spin a 30" x 14" prop. He hopes to put it in a large Corsair

19 CONFIRM PROGRAM - BADMAC Mid May Muster 17<sup>th</sup> & 18<sup>th</sup> May

SUNDAY MAY 25 - General flying at all sites **CCMT backup day at 10.00am**

20 Next meeting will be a General Meeting and which will be on Wednesday 4<sup>th</sup> June 2025 at the Moe RSL meeting room

21 Meeting Closed at : 8.58pm

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Above - Fred showed this new 150cc 5 cylinder Radial Engine at the meeting



# Remember to keep an eye on Charging Lipo's and have a smoke detector above where you charge them.

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## Club Flyday at Lake Narracan (Sunday 11<sup>th</sup> May 2025)

It was “Mothers Day”, so we weren’t expecting a big roll up of members at Lake Narracan and we had 11 members turn up and fly in absolutely puuurrfect conditions. The fog had cleared early and it was sunny and it warmed up pretty quickly.

**Fred Barabasz** flew his electric “Samba”, a small Pattern type model.

**Graham McMahon** flew his 1.20 powered Extra 300S that he has just repaired. He also flew his Crazy Wing

**Chris Davenport** flew his Ultra Stick

**Stephen Loft** flew his Fly Baby, Crusader Stik and SPAD with wheels

**Roy White** flew his large “Covid Stik” and had an issue with the throttle servo. He went to Godwin’s house and got a replacement servo but wasn’t happy with the second flight. Roy also flew his OS15 powered combat Model

**Godwin Bugeja** had a high wing trainer (called “Survivor” because it survived his fire) and a Crusader Stik. He also had an ultra Stik in the car.

**Wayne Lewis** flew his “Cripes O Mighty” Mustang, the SPAD 40, the Boomerang V3 & the Teksumo.

**Jamie Sjamsudin** flew his SPAD with wheels and his electric RaRa

**Craig McMahon** flew his Hawk EDF Jet and a new foamy Extra 300 (to replace the one he broke last week)

**Eric Spratt** had his Little Stik 100, his Boomerang V3 and his Crazy Wing.

**Mick Dye** flew his Sputnik and his Fred made Ultra Stick.

**John Gillam** showed up with some R/C speed boats to rip up the Lake which he did but, even though the wind was light, it was a little choppy on the lake.

We also had some visitors on this day, one being a prospective member.



Above – Fred’s “Samba” I did ask him if he could make it dance but he said “No”





Above – some members relaxing on Mothers Day ( Graham, Fred, Chris & John)

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### Col Cliff Memorial Trophy — Sunday 18<sup>th</sup> May 2025

Another Great day with puuurrfect conditions for this event. The day started with a frosty strip which soon disappeared once the Sun rose and the wind was almost non existent until after lunch. There was plenty of general flying up to 11.00 when the CCMT got finally got under way. This event was programmed for February and had a few postponements. There were 7 starters on this day and all did pretty well

**Wayne** was first up flying a Boomerang 3 and got 3 max scores

**Dave** was second up flying an Excel2000 Trainer and managed 2 Max scores

**Ian** was third up flying a Homebuilt trainer and got 1 max score

**Lofty** was fourth up flying his S1500 Stick and got 1 max score

**Brian** was fifth up flying a Hustler and got 1 max score

**Chris** was last up with his Ultra Stick and only managed to do 2 events before hitting the fence and taking the end off his wing

As it stands Chris has to finish off his events and Rex and James have to have their attempts on another day.

All 6 fliers got a max score of 200 points in the “Loops under Power”

Wayne & Dave both got 6 in the “Climb & Loops on Idle” (max was 8)

Wayne & Lofty did best in the “1 minute flight” with 57 seconds for Wayne and 63 seconds for Lofty.

Wayne did best in the “Spot Landing” with the wing of the model less than half a metre from the spot which is counted as max 200 points. The next closest to the spot was 5 metres.

The “Spins” event was again won by Wayne but only on a second attempt ( you are allowed have a go at a second attempt at one event of your choice) Wayne got 21 spins Ian got 13.

In the “Touch & Go” event Wayne & Dave both got the Max of 10 Touch & Goes in the 2 minutes allowed.

Dave topped the list in the “Climb & Glide” event with 2 minutes & 18 seconds

At this stage Wayne is in front with Dave second and Lofty in third but Chris, Rex & James have yet to have or finish their attempts.

Thanks to Fred for doing a Sausage Sizzle Lunch and to Chris & Eric for doing the scoring & timekeeping.





Above – Unfortunately, Chris managed to take the wingtip of his Ultra Stick on the fence whilst landing

By 12.40pm we were back into General flying and a 10Kmh Westerly wind has sprung up and that didn't bother several of the fliers.

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***Always make sure you have a phone with you so that you can make or receive a call if you need to go into the paddocks and wear appropriate footwear.***

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**Fees are due before 30th June 2025. The MAAA & VMAA have set their fees and the MAAA has reduced their fee by \$15. The VMAA and our “Club Fee” remain unchanged. Junior members also get a substantial reduction.**

<b>SENIOR MEMBER</b>	\$80.00 +	\$54.00 +	\$86.00 =	<b>\$220.00</b>
<b>JUNIOR MEMBER (under 18yrs 1/07/25)</b>	\$15.00 +	\$15.00 +	\$2.00 =	<b>\$32.00</b>
<b>PENSIONER MEMBER (Full Pension )</b>	\$80.00 +	\$54.00 +	\$50.00 =	<b>\$184.00</b>
<b>LIFE MEMBER</b>	\$80.00 +	\$54.00 +	\$0.00 =	<b>\$134.00</b>
<b>ASSOCIATE MEMBER FEES (see note below)</b>	Appropriate Club Fee as above =			<b>Club fee</b>
<b>NEW JUNIOR MEMBER</b>	Club fee only =			<b>2.00</b>

**Safety** – Just a reminder that we have had a couple of incidents of propellor strikes this month so make sure you always have your model restrained or someone holding it when starting and use your “Kill Switch” on your electric models.

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<http://www.maaa.asn.au/images/pdfs/forms/Form-016-POWER-BRONZE-SILVER- WINGS.pdf>

<http://www.maaa.asn.au/images/pdfs/forms/Form-017-POWER-GOLD-WINGS.pdf>

[http://u.b5z.net/i/u/10194601/f/Flight Intruc/Part 5 5 -Description of Gold Wings Manoeuvres.pdf](http://u.b5z.net/i/u/10194601/f/Flight+Intruc/Part+5+5+-Description+of+Gold+Wings+Manoeuvres.pdf)

(read in conjunction with the MAAA Bronze, Silver & gold Wings Sheet as there are maneuvers that we do not do, included in this pdf )





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**Note - Nitro Fuel price has increased**

**CURRENT FUEL SITUATION – 25-4-25**

Roy is still supplying fuel in Bulk at a discount and is leaving a small quantity in the flying field container.

Current prices for 2 stroke is -

**2 Stroke \$40 / 4 litres**

**4 Stroke \$42 / 4 litres**

Could club members please ensure that they immediately advise Roy (at field or text 0417 562014) when taking any fuel and pay prior too, or shortly after.

If you want to transfer the money here are the details:

BSB 063530 Account 10029601

Account Name: Roy White.

Godwin is looking after the 4 stroke fuel so see him if you need some.



Glen's Spitfire came in Hot and overshot the runway and ended up upside down in the drain. Luckily there was no damage.



## The History of Chook Shed Airlines from Ian Partleton



It was about 4 or 5 Years ago at one of our auctions held at the Latrobe Airport, late in proceedings this old aircraft came up for sale. It appeared that there was a lack of interest in it as there were no bids made, having only trainer type aircraft I was interested in something a bit larger so, I bid \$25.00 and it was mine. When I got it home and looked over it I found that it was an “old timer” due to it having old fashioned servos fitted to the control surfaces. The ailerons and flaps were wired together on both sides of the wing. The old servos were Futaba and had square drives (no splined drive as on modern servos). A test of all the servos proved that they worked but a little slow in operation. There was no undercarriage, no engine. Open cockpit and about 500 Grams of lead screwed to the underside of the tail however, there was a large fuel tank wedged up in the nose. The fuselage was fitted with two large dowels to hold the wing with large rubber bands. To enable it to fly I needed a Motor, fuel tank, (the old one was stained and unusable where fuel had been allowed to evaporate in the bottom) a receiver, batteries and an undercarriage along with a pilot. A couple of weeks later I was over at a mates place and bumped into old Bill Webb who just happened to have a brand new 22cc RCGF engine for sale. It was available at a good price of \$100.00. Having a number of fuel tanks collected over the past few years I was able to find one suitable for the job. At this point I needed to order some fuel line suitable for petrol use and a petrol resistant plug for the tank. I made the under carriage out of some 4mm chrome rod that I had cut from an old cooking tray, 4inch wheels came from Hobby King. NIMH batteries were purchased from Aldi soldered together in a bundle of 5 to supply 6.5 Volts. The receiver fitted was an old Turnigy .



Before installing the various parts I had to deal with the nose of the fuz. Being soaked in oil it was horribly hard to deal with. I soaked it using a brush with thinners wiping it dry with a clean rag then sealing the surfaces with liquid super glue. Installing the engine was not difficult along with the fuel tank. The elevator and rudder servos were left in place. There was plenty of room to facilitate the batteries, receiver opto and ignition box. I fitted two small on off switches through the floor of the cockpit also a LED. To indicate ignition on.



After a few minor repairs to the covering it was ready to fly but, I needed a pilot to dress it up. There was one of those yellow rubber squawk chickens it had been purchased as a Christmas present (meant as a send up) somehow it had landed on a bench in my workshop so I decided to cut its head off and mount it as the pilot! Chook Shed Airlines was born, to add a little more authenticity I put ROOSTER AIR using stick on black letters to the top wing.

Down to the field it went one Saturday morning where, I lined up our Chief Flying Instructor (Wayne) to trim the aircraft. Being an old fashioned style aircraft it was slow flying and slow in responding to control inputs however it was fun to fly. I piloted the plane on a number of occasions over the next year or so and had no difficulty flying it, then, one day whilst up in the air it would not respond to commands flew over the pits turned right went across the field and crashed into the barbed wire fence. The wing was still in one piece (shredded covering only), the engine had broken away and also there was damaged the front of the fuselage, at the time I was unable to find the reason as to why it become uncontrollable.



Repairs were carried out and at the same time I decided to modify the wing so as to do away with the rubber bands that held it to the fuselage, the wing is now held in place with two nylon screws. Time now to take it back to the air field for another flight. It took off and did half a circuit and crashed again, this time there was substantial damage to the wing and fuselage, I decided to rebuild it again, during the repairs I added 50mm in length to the tail section so as to do away with the 500 grams of lead that was mounted under the tail. . Brand new servos were fitter along with a new six channel Spektrum receiver, by this time the RCGF engine had all its mountings broken so, to enable the engines reuse brackets were required to be fabricated and were attached

to the engine by the screws that hold the crankcase together, The undercarriage had suffered badly in need of repair, Aluminum strip from Bunnings turned out to be too soft for the purpose. A supplier in Morwell where I had previously purchased aluminum from, had some Duralumin (toughened aluminum) I was able to cut a new undercarriage from a piece of 2mm flat plate and bolt it to the plane.

A solid two weeks work was required to get the plane in a flying condition; I think it was worth it as I have had some fun flying it!

Thanks for this article Ian !

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Craig has given his original grey F22 Raptor a "Blue Angels" paint job. It looks great and flies really well on 8S battery.



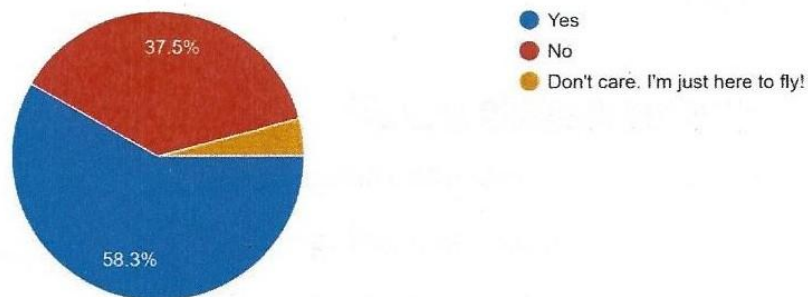
## LVMAC Club member survey results 2025

24 responses were gathered out of 48 registered club members

### Q1

Are you happy with the current field condition available to you at LVMAC?

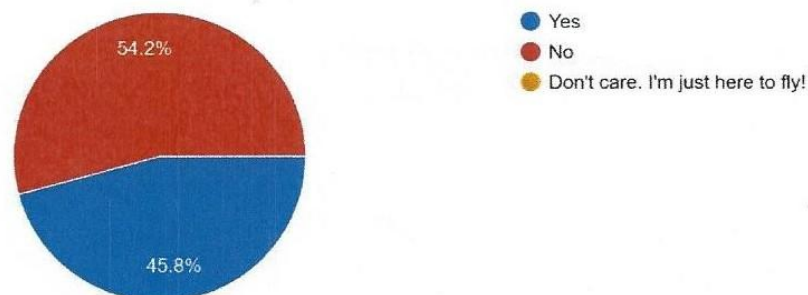
24 responses



### Q2

Are you happy with the current amenities available to you at LVMAC?

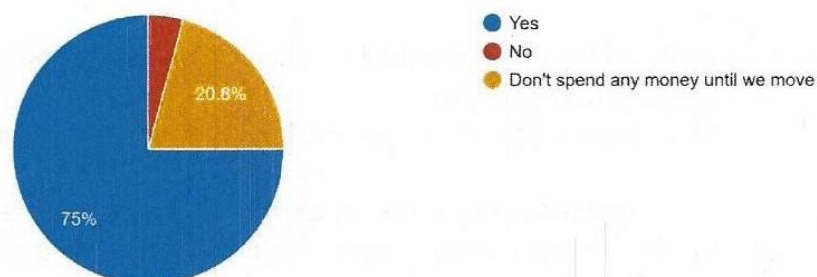
24 responses



### Q3

Provided that any purchase over \$1000 is able to be easily relocated to another site when required, would you like to see funds (from grants and/or clu...) put towards upgrading or field and/or amenities?

24 responses

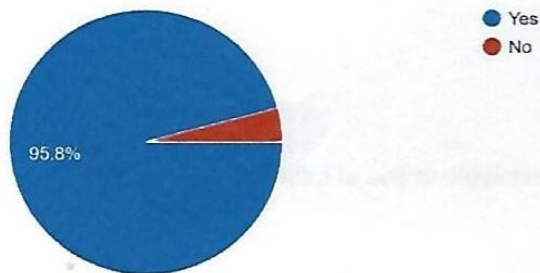




## Q4

An LVMAC Future Planning Sub-Committee has been proposed and would be responsible for looking into upgrades for the current field and crea... any new location. Do you think this is a good idea?

24 responses



### Rated questions (rated on a scale of 1-5)

5-year plan for the club	– average rating	4.21
New toilet block(s)	– average rating	3.58
New club signage	– average rating	3.42
Clubroom	– average rating	3.38
Better charging facilities	– average rating	3.13
Shelter upgrade	– average rating	2.79
Parking upgrade	– average rating	2.21
More aircraft storage	– average rating	2.08

### Comments

- Dressing of the grass strip.
- 1000 - 1500ft height limit
- Algood
- Fred is doing a great job with the mowing. if it's getting too much for him during growing season I think a roster with a few volunteers is needed. Mowing more often puts less stress on the mower and keeps the thatch down.
- If possible approach shire about extending the runway west if shire permits
- better toilet and hand washing facility for male and female
- anything we do would probably require Council approval
- An Ash felt runway
- larger runway hard stand.
- I'm presuming the Future Planning sub committee would also look at any possible future flying sites. In conjunction with Local council.
- On site remote access security protection - for administration by at least one executive member
- I have some concern over members with poor flying ability crashing in summer into dry grass lands. A grass fire could well see the LVMAC Lease with the Council being terminated.
- Card operated main gate
- Planning for the move is a high priority and I feel club funds should be reserved for the move.



## Agenda for the June 2025 General Meeting

### To be held at the MOE RSL at 7.30pm on Wednesday 4th June 2025

- 1 Meeting Opened at :
- 2 Present –
- 3 Apologies – Bill, Brian, Ash
- 4 Visitors
- 5 New Members applications –
- 6 Confirm the minutes of the previous Meeting held on 7<sup>th</sup> May 2025 – As per the June 2025 Newsletter

Moved : Secretary      Seconded      Carried:

- 7 Business arising from the previous minutes –
  - 7.1 Bunnings Sausage Sizzle – date to be set & Mothers Day event Thursday 8th May
  - 7.2 Height Limits – read the last Wingspan
  - 7.3 Survey results -
  - 7.4

- 8 Correspondence In & Out and Business arising from Correspondence
  - 8.1 Out - Newsletter to members, VMAA & various others
  - 8.2 In - VMAA Minutes
  - 8.3 In – LCC info on Grants and Grant writing workshops

Moved : Secretary      Seconded:      Carried:

- 9 Treasurer – As supplied
 

1-05-2025 Starting Balance \$  
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                                  Expenses \$  
 31-05-2025 Balance \$

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 Bendigo Bank TD \$ (this investment was renewed on 26-3-24 for 1 year @ 4.00% )  
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**Grand Total \$**

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- 11 Lake Narracan Advisory Committee: - Godwin attended a meeting
- 12 Relocation Update: -
- 13 Flight Proficiency – Craig McMahon has attained his Gold Wings - Graham McMahon has done his Silver Wings test.
- 14 Safety – some propellor injuries
- 15 GENERAL BUSINESS
  - 15.1 Website Domain renewal (lvmac.org.au) \$43.55 plus tax for 2 years - Due before 4/6/25
  - 15.2 Council Grants
  - 15.3 Others

16 BENT WHEEL AWARD – Jamie S – Maule, Ian P – Stik & Skyraider, Ian H – Boomerang, Eric – Crazy Wing, pusher & bigger stik, James M--F15, Dave L- Viper, others

17 BOMB AWARD -

18 SHOW & TELL –

19 CONFIRM PROGRAM -

20 Next meeting will be a General Meeting and which will be on Wednesday 2<sup>nd</sup> July 2025 at the Moe RSL meeting room

21 Meeting Closed at :

**Anyone interested in attending any of these Grant Writing and Budgets Workshops**  
 Speak to Wayne for more info if you are interested. You need to book a spot.

**Wednesday, 18 June 2025**

1pm to 3pm Meeting Room 4 & 5,  
 Moe Library 1/29 George St, Moe. 3825

or 5.30pm to 7.30pm Latrobe City Council HQ  
 141 Commercial Rd. Morwell. 3840



## Bairnsdale Mid May Muster – 24<sup>th</sup> & 25<sup>th</sup> May

Several Club Members were planning to attend this event but, unfortunately, the weather forecast was not favorable and some did not go. Overall numbers were down but the weekend was still a success. As it turned out Saturday was fine and sunny and the wind at Bairnsdale did come up, 19Kmh to 26 Kmh at 10.00am and by 1.30pm it was gusting 28Kmh to 46KMH. The wind did back off in time for some night flying.

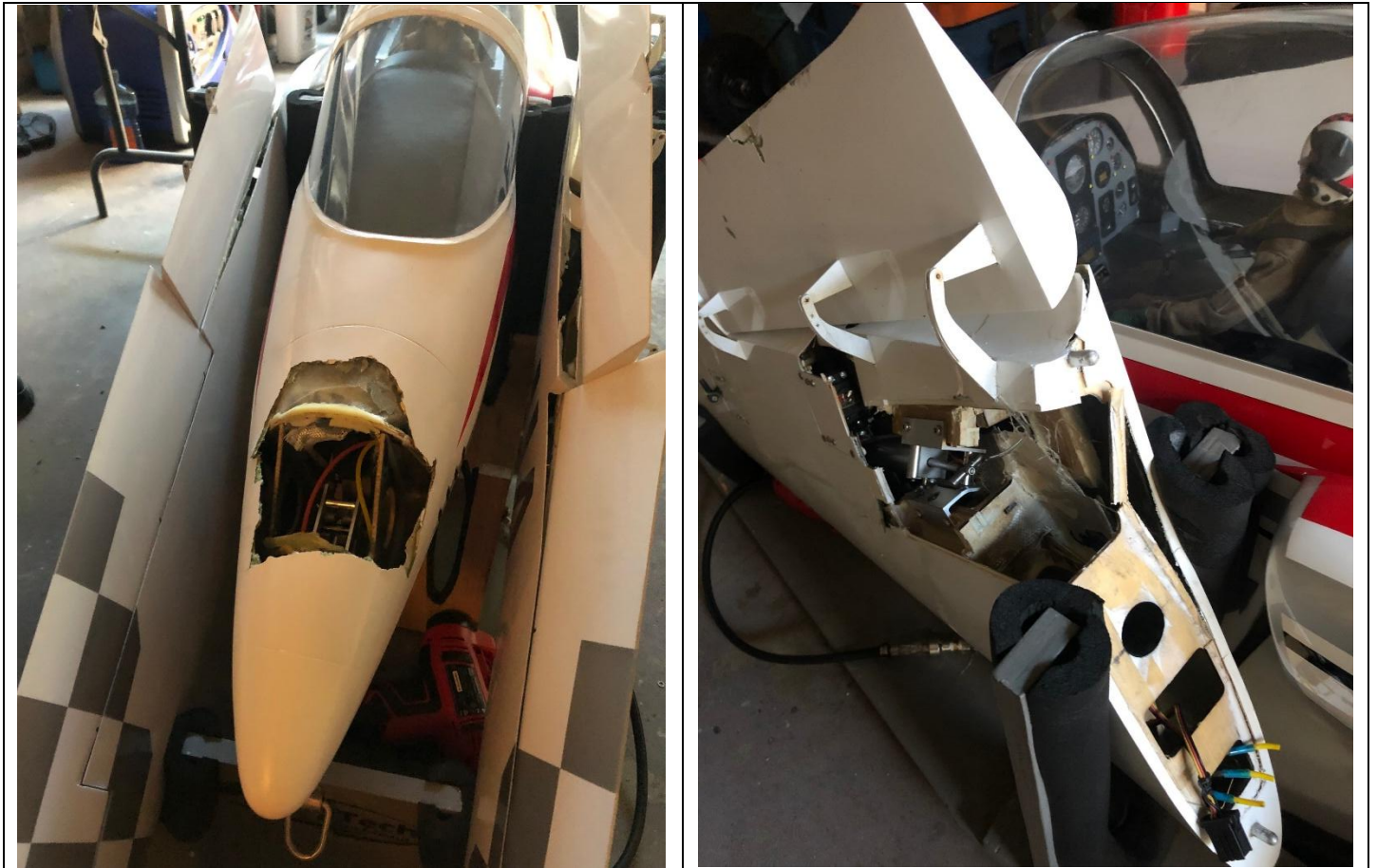
**Dave Lewis** flew his FX Racer, his big Mustang, his RV8 and the Viper Jet which had the usual retract problems. The RV 8 is set up for “Night Flying” and was flown in the evening.

**Sam Flack** flew her electric Excel Trainer and her Conscendo glider.

**James Morfitt** flew a Super Chipmunk on a 6S battery and his FX Racer, also on a 6S battery. He also flew the little home made F15 which he ended up breaking on a bad launch.

The weather for Sunday may have been pretty crappy here in the Valley but it was really good at Bairnsdale and there was a fair amount of flying. Unfortunately, Dave Lewis crashed his large turbine powered, Viper Jet. He made the mistake of looking at his retract switch on lift off and the model hit the ground and damaged the undercarriage and the model was pulled into the air and was then a little uncontrollable but Dave did manage a couple of circuits before disappearing behind and flying through some trees and crash landing at the end of the strip. He tells me it's quite repairable and he was going to give it a new paint job anyway.

Rex & Theresia Mitchell dropped in for a look on their way back from Pambula.



Above – the damage on Dave's Viper Jet

No flying when the **Ambulance Helicopter**  
is over Lake Narracan.  
They could show up at any time, any day.



## Flying at Warragul

During the week a passerby mentioned that he had spoken to someone who had access to a Club key and was using the Warragul field last Sunday. That someone is not part of the normal Warragul flying group.

Although we are part of LVMAC and keen to have visitors, it must be understood that the field is located on private land. To that end will you please advise members that if they use the Warragul field we would like to be notified - even if it is only after the event. I am sure the members will understand that to ensure we retain this field, we need to be "in the know".

If anyone uses the field while we are not there, please let us know. We ask that they send a text to one of the contacts as below.

David Campbell      0417 138 885

Chris Eeles            0429 632 018

Dirk Kurpershoek    0409 884 311

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**Many thanks to those who have contributed to the newsletter with Articles, Pictures and information this month. It would be good to get some new contributors. Thanks also to our regular contributors in particular for their monthly contributions.**

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