



NEWSLETTER – January, 2018

Committee 2017/2018

President: Fred Eggleston (0418 596 113)
Vice President: Graeme Allen (0418 534 983)
Treasurer: Nick Katsikaros (0438 559 985)
Secretary: Nigel Newby (0408 420 794)
Ordinary member 1: Peter Evans (0438 643 949)
Ordinary member 2: Murri Anstis (0413 353 739)

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Safety Officers: Murri Anstis (0413 353 739)
 Roger Carrigg (0437 842 277)
First Aid Officer: Nigel Newby (0408 420 794)
Newsletter Editors: Roger Carrigg (0437 842 277)
 Glenn White (0412 641 188)
Field Maintenance: Murri Anstis (0413 353 739)

Contacting BRMFC: *Secretary:* Nigel Newby.
 Mob: 0408 420 794, Email: secretary@brmfc.org.au

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

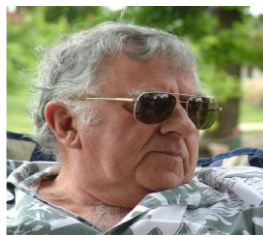
Note the meeting location.

The next general meeting is to be held at the **Eastwood Street Leisure Centre in the Canteen**, on Wednesday January 24th 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 | 4. Burrumbeet Airstrip |
| 2. Strategic Plan Development and discussion | 5. Display Day 2018 |
| 3. Field Maintenance | 6. VFSAA scale day |

AN EVENING FOR GRA



Graham and June spent many summer evenings in their back garden with a cold beer and a white wine, soaking up the cool and the quiet after a day in workshop and garden.

It is with this memory in mind June invites those who knew him to join her and his family and friends on **Sunday January 28th**, anytime between **4 and 7pm** in their garden at **9 Midlands Drive Ballarat North**.

Take time to visit his workshop where still hang his many aeroplanes, sit and share stories and fond memories, turn the pages of the book they started together documenting his life. Share a 'cuppa', a beer or a wine and something to eat.

June says "I have it all in Hand have light food, wine beer soft drink tea and coffee just bring your anecdotes as will have a sheet for some memories, lots of fun ones as well".



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.

Please see the December 2017 newsletter.



Annual Display 2018

Don't forget we have our annual flying display scheduled for **Sunday 25th February**. The banners will be going up around



town shortly to promote the event to the public.

In the lead up to the event we have a promo day booked at

Bunnings Ballarat for Saturday 10th February followed by a sausage sizzle also at Bunnings the following Friday 16th February.



VMAA News

Info gathered from the Minutes of the VMAA Executive Committee Meeting held on 14th December 2017 that may be of interest to members.

1.12 Editors Report:

New (VMAA) website is running on a trial basis and will be operational soon.

1.13 Safety Report:

LDMFA (Lilydale) has advised that they are operating to a revised code of behaviour (modified circuit limits and mandatory safety / boundary observers). The Shire Council set a specific demand that there be no flying over the gun club and required a process to enforce this (ie the boundary observer) and in response have again permitted operations beyond the boundary of the fenced field area in other directions (as was the case previously). The Gun Club are quite pleased with the reaction of the club to the incident and relations there appear to be much more cordial. The club does still allow flying over the paddock the other side of the road (to the east) but enforces a southern limit aligned to the fence with the gun club. The safety observers also manage the interaction of fixed wing and helis, by advising fixed wing pilots of activity within the heli hovering area and therefore that overflying this area is forbidden.

MARCS is still not operating at all - they have drafted some options for modified circuit orientation and flying limits and will be presenting these to Parks Victoria to attempt to find a suitable layout that Parks will accept (Being in a sensitive area, the club cannot just relocate infrastructure and mow new runways without consultation / permission.) Until Parks again permit operation, MARCS remains inactive (MAAA MOPs require permission of the landlord!). As mentioned at our last meeting, the MAAA has advised that they have withdrawn the subsidy covering the insurance excess (ie the individual will need to pay the whole \$5,000 excess for any claim) – I imagine MARCS will ask for this to be reviewed depending upon which option is agreed to by Parks.

GMAC- a report of aircraft flying in the vicinity of the Greensborough club has been directed to the club. Aircraft was reported at 3am in the morning some 600+ metres from where the club is located. After an investigation by the club it was established that it was not a club member and must have been a private person, investigation has been closed.

State Field Reports:-

Darraweit Guim – Northern Flying Group

Business as usual, the sprinkler system has been serviced and working correctly. IMAC Australian championship to run at NFG in 2018. Jet operations at the club during December thru February will be at the clubs approval given the nature of the fire risk during these months. Contact the NFG for more information.

Echuca – EMMAC

Same as last month.

Mt Wallace – Bacchus Marsh Club

New runway earth works have not yet been started due to site availability. They are due to commence soon. A temporary runway is in use with no problems.

Membership in the club (BMMAA) growing steadily with a further 2 new members last month.

Quotes for toilet block and clubhouse are being sought and will be tabled next year. Contact the Bacchus Marsh club for more details.

Looking at some grants from local shire. Some SIG events have been booked for next year.

VRF and GVFFCo-op –

Some may think this matter confidential but it involves VMAA/MAAA member funds and has been going on for a long time now, so there is a right to know. No doubt some valuable lessons have been learnt with field funding arrangements Ed.

There has been a fair bit of email traffic and phone call minutes related to the on-going saga of life in the Shepparton aeromodelling community, but little further progress and diminishing returns...

As previously advised, the main aim of extracting confirmation from both the Co-Op Board and the VRFS Executive Committee that the VMAA and MAAA shares in the Co-Op were no longer under threat of being considered "forfeit" was achieved. In addition, the Co-Op board are working through the share registry to follow up inactive members and to trace "claimed" shares that are not recorded.

Efforts in other matters especially to refresh the field lease so that all parties were happy have now stalled.

The agreed action had been to sign a new lease, requiring only minimal changes other than tidy up some clauses and land a rental based upon verifiable calculations of costs but the Club has now taken a hard line that the current lease (challenged by some as being a result of unverifiable Board elections) is going to remain in place. This is disappointing and quite contrary to personal commitments made in the presence of Norm and me at the recent meeting in Shep.

Similarly, there is a refusal to co-operate in reviewing the club finances to clarify Co-Op transactions during the time when there was no separate Co-Op bank account. This leaves a couple of questions unanswered and is the cause of some concerns to particular people.

A Co-Op AGM is going to be held in February 2018 and it is likely that some Co-Op / club members will break away following this meeting and establish a separate club.

While this is not an ideal result, the main interest of the VMAA and the MAAA is to protect the member's money

held in Co-Op shares - with that sorted, I am going to remain available to assist but it seems that some parties are no longer genuine in their efforts to resolve the outstanding matters...



New Models seen at field

Graeme has a new Hangar 9 Carbon Cub powered by an ASP91 four stroke. The model seems to be quite a good performer with good ground handling and in flight characteristics.



Graeme's new Hangar 9 Carbon Cub at the field on Sunday 7th January. Powered by an ASP91 four stroke.



The Carbon Cub on landing approach and about to touch down. The undercarriage appears to be well constructed and the kit comes with quality wheels. As we all know u/c is an area that lets many ARF's down but not so with this model.

For interest, I grabbed a bit of detail off the Model Flight web site <https://www.modelflight.com.au/hangar-9-carbon-cub-15cc-arf.html> and included it below.

Horizon Hobby has designed the **Hangar 9 Carbon Cub** to put in the car and carry around easily. The two-piece wing and the quick-connect struts mean you'll spend less time trying to pack it up, and more time flying it. And you won't get lost flying somewhere new. Unique details like the cockpit doors, landing lights and a scale spinner will keep your eyes on the prize.

Landings and take-offs are streamlined, too. There will be no nail-biting moments. A light wing loading and functional flaps does a lot of the hard work for you. If you run into any tricky situations, its shock-absorbing features will keep you safe from bumps and wind.

The Hangar 9 Carbon Cub: A new spin on a classic

The Cub is known for its flexible design and flying capabilities. Having first flown in 1938, Cub Crafters of Yakima, Washington started restoring original Cub airframes. Today, the Hangar 9 Carbon Cub offers pilot's unparalleled performance, with the spirit of the classical Cub at its core.

Wingspan 90 in (228 cm)

Overall Length 60 in (153 cm)

Wing Area 1170 sq in (75.5 sq dm)

Flying Weight 11.4 lb (5.2 kg)

Engine Size 15cc 2-stroke gas/petrol

Peter Evans also had a new Phoenix 2000 electric foam glider at the field on Sunday 7th January. I guess a model to enable some quick flying without all the setup time of conventional models.



Peter Evans with his new Phoenix 2000 electric foam glider on Sunday 7th January.



Looks like a successful hand launch on the first flight.

Down at Hamilton late last year Murri bought this little Ugly Stik and when I saw it naturally thought it had a small IC engine but on closer inspection it is electric with a dummy IC engine for old time realism. Any modeller who has been in the game will remember the Ugly Stik design by Phil Kraft which goes back to the mid 1960's.

Murri brought it out to the field on Sunday 7th January to try it out. After some embarrassing moments on the flight line it was all sorted out and took to the air as one would expect.

Here's a bit of technical info on the model from the instruction manual.



INTRODUCTION:

Thank you for purchasing the Durafly Retro Series 'Das Ugly Stik'. The Ugly Stik design has been a popular nitro sports model for almost half a century and this iconic airframe is known throughout the RC world for its exceptional flight characteristics and charming yet simple lines.

With the Durafly Retro Series Ugly Stik, you too can now experience what made this great model a classic, but with benefit of modern electronics and EPO construction. No building, no tuning, no cleaning! Das Ugly Stik is an impressively authentic electric PnF interpretation of this classic RC subject. From the perfectly captured outline of the design to the exceptionally convincing dummy nitro engine, Das Ugly Stik from Durafly has it all.

Like all Retro Series models before it, Das Ugly Stik comes with all electronics pre-installed, all major components assembled for you and a full compliment of tools and accessories included. No glue is provided, as none is needed! The Ugly Stik bolts and screws together in just 8 easy steps and multiple access hatches allow for easy access to all internal electronics.

With this latest Retro Series model, you'll be rewarded with an extremely well balanced and enjoyable sports model in the air and a great conversation piece on the ground, thanks to the ultra high level of design and authenticity Durafly has achieved with 'Das Ugly Stik'.



SPECIFICATIONS:

- Wingspan: 1100mm (43.3")
- Length: 950mm (37.4")
- Flying weight: 1050g (37oz)
- Controls: 4 channel (Ailerons, Elevator, Throttle, Rudder)
- ESC: Durafly 30amp (pre-installed)
- Motor: 3536 1000kv Brushless outrunner (pre-installed)
- Prop: Durafly wooden 10x6
- Battery recommended: 2200mah 11.1v 3S lipo (25C min)
- Radio System: Min 4 channel Rx and Tx required.



A few adjustments were made before flight. And with all the expertise on hand what could possibly go wrong.



Das Ugly Stik performed quite well.



Goin's on at the Field

Toro Mower

The engine in our Toro ride-on mower seized a week or so before Christmas putting it out of action. Initial investigation indicates the engine is uneconomical to repair and a genuine Briggs & Stratton 18HP replacement would cost around \$2k.



The old Toro is a sick puppy at the moment!!!

A local distributor and internet retailer [Jono and Johno](#) has a 17.5HP engine that can be used as a replacement for the Briggs & Stratton for a fraction of the price. What this means is it has the same mounting holes and after some careful measurement differs little in overall size meaning it will fit within the hood. The electrical connections and throttle/choke hook-up will require some ingenuity by the fitter. Good on ya Pete.

The original Toro exhaust hopefully can also be modified to fit as the muffler that comes with the engine will fowl on the hood and I would suspect the Toro one will be better from a spark arrestor point of view.

The replacement engine although lower in HP is considerably larger in displacement – 622cc compared to 500cc for the B&S. Wow – be able to do burnouts!!!

Peter Evans has taken on the job of fitting the new engine. For interest he pulled the B&S apart and found the conrod bearing cap on the big end had come adrift causing massive damage inside. Definitely uneconomical to repair.

Stop press! Just as I'm writing this article, Nigel and I picked up the engine on Monday morning (22nd). The engine has also been handed over to Pete for fitting.

Wayne brought his Westland Wyvern out on Sunday 21st for its first flight after he stripped off the iron on covering, fibre glassed and painted it. Seeing as he was going to all that effort he replaced the supplied retracts with much stronger Custom Retracts and altered the mounting so the wheels are much further forward to reduce the nose over tendency it had. The u/c repositioning made a huge improvement to the ground handling and hence take-off & landing. He said the refit has increased the overall weight but it didn't seem to be obvious in the air.

He was having a misfire problem with the engine while in the air but not running up on the ground hence the cowl not fitted.



It's hard to tell here, but the refinishing looks really good – Wayne has done an excellent job. Nice legs too, I mean the new u/c legs!!!

Jeff's had his scratch built Sopwith Camel back at the field a couple of times since Christmas. Graham has managed a couple of very short flights but on each attempt decided to put it back on the deck due to it not responding to control adequately. Jeff has improved the undercarriage setup meaning it doesn't nose over like it did.



Graham taxiing Jeff's Sopwith Camel out to the runway. Model is powered by an ASP91 four stroke.

Hopefully Jeff will be able to make the necessary modifications & adjustments to enable a successful flight in the not too distant future.

Coming Events

Indoor Flying

Ballarat Aero Modellers (The Brewster Club) indoor flying starts again on Wednesday **7th February** at the Haddon hall.

At this stage I'm not sure of the frequency or the dates booked. I'll list those in the next newsletter.

Presumably the cost is still \$5 per flyer per night to cover the cost of hiring the hall.

The next main event on our calendar would be our display day to be held on Sunday February 25th 2018.

As a prelude to the display, we have a promo day at Bunnings on **Saturday February 10th** between 10AM & 2PM followed by a sausage sizzle the coming **Friday February 16th**. There has been a few club expenses lately so some extra funds won't go astray.



Event Calendar

Feb 7 th (Wed.)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI
Feb 10th 2018	Promo Day at Bunnings 10AM – 2PM
Feb 11 th 2018	Bipe & Bush Plane Fly In – Seymour
Feb 16th (Fri.)	Sausage Sizzle – Bunnings Ballarat
Feb 17 th /18 th	Grampians Aerotow Event Ararat Airport
Feb 25th 2018	Display Day – BRMFC Trawalla
Feb 25 th	Leura Fun Fly 2018 – CMAC
Mar 17 th /18 th	Warrnambool Annual Fun Fly – WMAC
Apr 8 th 2018	Monty Tyrell Scale Rally – P&DARCS
Apr 21 st /22 nd	2018 VMAA Trophy Weekend
Apr 22 nd	Annual Display Day Keilor – K&DMAS
Apr 23 rd – 30 th	70 th National Model Aircraft Championships West Wyalong NSW.
May 4 th /5 th	Autumn Scale Rally Albury – TCMCA

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

That's all for now. Good flying.

G.W & R.C.

PS. If you are wondering where our Treasurer Nick has been hiding, he is away with work in a place called Mnogovershinnoye which is in Russia, Siberia to be more precise. In some club emails that have been floating around Nick said \$100 to the first person that pronounces that correctly at the first attempt... hell, you can have three goes. I haven't got it right in 5years!

Nigel thought it sounded like "moneysville-for-nick"!!!