



NEWSLETTER – August, 2013

Committee 2013/2014

<i>President:</i>	Peter Evans	(0438 643 949)	<i>Public Officer:</i>	(The Secretary)
<i>Vice President:</i>	Max Rowan	(0409 011 160)	<i>Safety Officers:</i>	Noel Findlay (0412 801 287) Mat Werner (0450 483 838)
<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)	<i>Newsletter Editors:</i>	Roger Carrigg (0437 842 277) Glenn White (0412 641 188)
<i>Secretary:</i>	Jeff Dowsley	(0427 565 791)	<i>Field Maintenance:</i>	Mat Werner (0450 483 838)
<i>Publicity Officer:</i>	Graeme Allen	(0418 534 983)		
<i>Returning Officer:</i>	(The Secretary)			

Contacting BRMFC: Secretary: Jeff Dowsley.

Ph: (03) 5341 3589, Mob: 0427 565 791, 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 meeting of BRMFC is to be held at the **Field Air Offices at Ballarat Airport** on **Wednesday August 28th 2013** commencing at **7.30PM**. Please come along to the meetings and support your club and be part of the decision making process. Don't forget to bring a plate for supper afterwards.

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Springfest
4. 2014 Display Day
5. BRMFC Promotional Items
6. Sausage Sizzle – Bunnings

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. Reports

I) Relocation Working Party

Max Rowan reported on discussions with Geoff Fiskin. Geoff intends to continue to run cattle on the block, which means that the area will need to be fenced. Geoff also encountered some health issues, and is re-evaluating his circumstances, and is prepared to offer the land on an annual lease only.

Members agreed that the issue of cattle along with a short-term lease renders this option unviable.

The search for a new site will continue.

7. General Business

I) Wind Farm

Covered under Reports.

II) Field Maintenance.

(1) Noted that the pit matting is becoming slippery.

(2) Pricing for Methanol, synthetic oil and Nitro Methane was reviewed, following the latest bulk purchases. The new prices will be posted on the noticeboard in the shed.

III) Club History Compilation for Web Site

Newsletter August 2013.docx: 26 August, 2013

The history will be published on the BRMFC web-site.

IV) Informal Fly-in and BBQ

Nick K. raised the possibility of having social events, say 3 times a year, possibly inviting other clubs, with a view to increase exposure and hence increase membership.

Discussion on incorporating helicopters into the club also ensued as a means of expanding membership. Matt Porter will determine the joint operation of helicopters and fixed wing aircraft at other clubs.

V) 3BA Community Announcements

Appear to be supporting clubs seeking publicity by advertising tryout sessions.

Discussion took place on providing training "tryout" sessions with trainers utilising buddy boxes. Max, Mat and Nick have the gear and could act as instructors.

Agreed that the website should be updated, and that the BRMFC Facebook page should be loaded with content.



Membership Renewals

If you haven't renewed your subs for the 2013/14 year can you please do so ASAP?

Secondly, if you don't intend rejoining please give the secretary the courtesy of a message to that effect.

The renewal form was included with the June 2013 newsletter and can also be found online at: http://www.brmfc.org.au/Forms/MembPayment%202013_14.pdf



VMAA News

Items below have been extracted from the August 8th meeting of the VMAA Executive.

- *The land recently purchased by the VMAA and leased to the Echuca club is to be known as the VMAA Flying Field – Echuca.* The VMAA and Echuca club are currently negotiating the details of the lease.
- *The Bairnsdale club has negotiated the price of a 47ha parcel of land from \$260K down to \$230K and submitted this to the VMAA for funding. The VMAA has forwarded this proposal to the MAAA which has agreed to purchase the property on the proviso all conditions set by the local council, CASA & the RAAF can be met.* CASA approval for 1500 feet has been granted, a lease between VMAA and Bairnsdale club is being drafted; town planning approval is still pending.
- *Sandown Model Flying Display – a privately organized public model flying display has been proposed for 2014 under VMAA control. The MAAA has also given in principle support.*
- *The MAAA 67th Model Aircraft Championships are to be held between 28th December 2013 and 6th January 2014 in the Albury/Wangaratta district. Please go to http://www.vmaa.com.au/67th_nationals.html for the latest bulletins in PDF format. *Bulletin Number 1* has been posted – just click on its link and download the pdf.*



New Models seen at field

Glenn successfully test flew his new Extra on Sunday 4th August. I did get a couple of photos of the test flight but they weren't very good so these ones taken the following Sunday (11th August) have been used instead.



Glenn's taxiing the Extra out to the runway for takeoff. Oops Max can be seen retrieving his small electric foam De Havilland Comet from the outfield after it got into unexplained difficulties. PS. It has since been repaired.

Both the Extra and DLE55RA performed extremely well and I think lived up to Glenn's expectations. Of course Glenn flew it well too!



The DLE55RA obviously has no shortage of power; hauling the Extra off the deck with plenty of authority.



6 or 7 minutes later Glenn brought the Extra in for a greaser of a landing.

New Members

John Coughlan and grandson Jack joined the club a couple of weeks ago. They can be seen below with their trainer ready for takeoff. From memory Mat had the controls.

We welcome them into the club and wish them every success with their modelling endeavours.



New members John and Jack Coughlan with their Seagull Models Swift trainer.

Max had a new Cessna 195 at the field on Sunday 4th August for a test flight. It's powered by an ASP 61 FS and I think it's the same as Kevin's featured in the June newsletter. It is certainly a very attractive model with its eye catching colour scheme.



Max's Cessna 195 powered by a 60 size four stroke. I think it is an ASP 60/61 FS.

Max successfully flew the 195 but he is not quite happy with it thinking it might be nose heavy. It required a lot of elevator, rudder & aileron trim to get it to fly straight and level.

The Hots was the next model Max had to test fly. This is one he acquired down at the Hamilton Swap Meet late last year which he thought would be a suitable airframe for his 3MM 53cc petrol engine.

From what I saw it took off okay and Max flew it around for a while then brought it in for a smooth landing. A good sports model to have a bit of fun with but pretty it aint!!!



Murri is assisting Max line the Hots up into wind for takeoff.



And after some flying around getting used to it, the Hots is back on the deck again after a smooth landing.

Len has moved into 2.4GHz radio and rather than just fit it into one of the models he has built himself thought it better to get accustomed to this new technology using a relatively cheap and expendable ARF. The model bought for the purpose is also a Seagull Models Swift. They seem to fly well by all reports. Len took advantage of the optional forward mounting provision for the undercarriage if a tail dragger configuration is preferred. He fitted aluminium bracing rods to beef up the u/c which can just be seen in the photo below.



Len's 2.4GHz 'test bed' on the portable model bench.



Goin's on at the Field

Murri Anstis was flying his Pilatus Porter mid week (week before Sunday 4th August) and noticed the trim changing significantly mid flight. Thinking there might be something wrong with the controls an immediate landing was the order of the day.

After making a successful landing, Murri noticed the engine drooping. On close examination it was found that the firewall had pulled out of the fuselage frame.



The firewall pulled away from the fuselage structure mid flight causing drastic trim change. Model is a VQ Pilatus Porter powered by an OS 160 FX.

What do you say – we all know ARF's need a lot more attention than what the instructions suggest. However this is a fairly old model although it hasn't done that much flying nor to my knowledge has it had any bumps. I think it is fair to say the current ARF's are a big improvement on their predecessors.



File photo taken on 7th March 2010.

I guess the advice is to always check the glue joints of the structural parts of the airframe and apply extra glue if in doubt. Of course there are enclosed areas where that is extremely difficult.

This was the extent of aviation at our field on Sunday 18th August. A pair of mountain ducks and they were walking too. It has been observed that the blue strip seems to confuse the ducks as they come in to land on it perhaps thinking it is water. They wouldn't want to dive in – ducks don't dive in anyway stupid!!!

Just look at the photos further on in the Wagga IMAC article Mat has provided for the newsletter. They were basking in sunshine while we were freezing our butts off.



Kevin brought out the wing of his Percival Gull that he is scratch building off plans borrowed from Noel. This is his first attempt at building so he is looking for all the advice and help he can get.

Looks like the model will be fitted with a 90 four stroke. Kevin tells us the fuselage is also well underway.



New Field Investigation

The day before the last meeting Max met with our landlord to discuss the property in Campbells Road he suggested we could use as a new flying site.

Unfortunately there have been a couple of setbacks on that front. Firstly he needs to continue running cattle in the paddock and just how we could overcome that imposition is major problem.

Secondly he has had some personal dramas that at this stage would impact on his ability to give us a long term lease.

We haven't closed the door on the location which would make a great flying field based on geographical considerations but it means we are still looking for a new flying site.

WestWind Energy's latest newsletter stated that they expect turbine installation to commence late 2014 and be completed by late 2015.

On that basis we have a year and things can change dramatically in that time, hopefully for the better.



Tips & Tricks

Nick just passed this one on. Here's something to be aware of when we finally get back into the hot weather.

Don't leave your Lithium batteries in the sun where they can overheat.

This is also what can happen if you over discharge/charge Li batteries, especially LiPo flight batteries.

(By the way the LiFe batteries are much safer but generally heavier and slightly lower voltage.)

A GPS was placed in its bracket in the windshield and left in the sun. The battery overheated and exploded!



This is what happened to a car after the battery in the GPS ignited after being left in the hot sun. Scary stuff. I guess similar to the battery fires in the 787 Dreamliner.



Events

Scale Training Day – August 3rd

By Glenn White.

On Saturday Aug 3rd. the VFSAA held a Scale training day at the State Flying Field, Noel, Matt, Roger and I (Glenn) attended along with 18 other members from various clubs. The plan for the day was to have a little scale flying tuition and some judging tips but the weather was shocking, cold and extremely windy. Mat attempted to demonstrate a few maneuvers but the wind was just too strong so the rest of the day was spent in the clubhouse.



It sure was a cold windy day at the State Field for the Scale Training Day. Just as well it involved mostly indoor activities.



Noel Whitehead and David Law chaired the meeting and invited discussion from the members about the scale rules and how they should be interpreted.

Noel Whitehead and David Law chaired the day, for anyone interested in flying or judging scale competitions it was a day not to be missed. We went through the compulsory maneuvers Takeoff, Descending 360, Fig 8 and Landing as to what the judges are looking for. Other popular maneuvers were also covered as many as time would allow. I am sure that most of us came away with a little more knowledge of flying or judging scale events. I think it would be a good idea to hold these training days on a regular basis.

Any of our club member that would like any information re joining the VFSAA contact Noel, Roger or me.

Wagga Wagga IMAC – August 16th/18th

By Mat Werner.

My weekend began by arriving at Wagga Model Aero Club about 7.30AM Friday morning for practise. I quickly set up a model to get some flights in as the weather forecast was not great. There were about 10 other contestants there already. As it turned out the weather was okay.



Photo taken on the Friday – look at that lovely blue sky.

Pilots briefing was held on Saturday at 8:30AM. There were about 20 pilots entered for the week end. A good number not too rushed enabling 3 rounds to be completed by 3PM.

After that we had fun with some 3D flying, foamies, and general hooning around, pizza for tea with most of the people camping out then night flying.



Mat's 3m span Composite Extra 260 in the foreground.

Sunday started at 8:30AM again with the unknown sequence handed out with only about half an hour to try and get your head around it. This is the same for everyone. Then one more round of known manoeuvres. We were all finished by 12:30PM after which the presentations were made.

I do not know the results for all of the classes; however I finished in 1st place in Sportsman.

Ps. the weather was good all weekend, even got a bit of a tan on the Sunday.

Congratulations Mat on your win. Ed.

VFSAA Scale Weekend Albury 24th/25th August

With the lousy weather we've had over the last couple of weeks we were looking forward to some great flying conditions at Albury and we weren't disappointed.

Glenn, Max, Noel and I (Roger) headed up to Albury on Friday setting off at about 11AM. It was wet for most of the trip and also obvious that there has been a lot of rain lately with many paddocks up the Hume having pockets of water lying about.

After checking into the Australia Park Motel we slipped out to the supermarket to get some nibblies and pre dinner drinks. All part of an enjoyable weekend away! Then around 6:30PM we made the 15min walk up to the Commercial Club for tea. There are usually some of the other modellers there as well and this was no exception.

Saturday morning dawned and while it was overcast there was little or no wind. They are very fortunate at Albury to be blessed with basically calm conditions. What they call wind would be 10 – 15km/h – for us add 20.

On arrival at the field the next thing is to unload the trailer and start assembling the models. Glenn was flying his new Extra, Max his Pawnee, Noel the Fox Moth while I had my Super Stearman.



Glenn had trouble early on. The Extra ran off the end of the runway into a drainage culvert pulling out the undercarriage.

I had the Stearman assembled by 8:45AM and headed down to the runway for a practice flight as did most others. The weather was just too good to pass up.



David Law's new turbine powered Hawker Hunter. All composite construction and appears to be very well built. Came 1st in Flying Only class.

The comp got underway by about 9:15AM starting with two rounds of Large Scale and F4C which had two and four competitors respectively. After that two rounds of Flying Only were run using two flight lines to get through the 14 entries. The F3A pattern guys have set up some marker pads where the judges sit along with two poles in the outfield that define the centre line for manoeuvres.



Tony Small (TCMAC) is taxiing out his Grasshopper. This is actually quite a large model. Came 2nd in Flying Only.



John McLennan came up on Saturday and displayed the DC2 he has built. It is modelled on the full size aircraft that has been at Albury Airport for many years.



Ken Osborne's (TCMAC) "Albury Flyer" on takeoff. Model performed quite well even with a bit of crosswind. It is powered by a four stroke, not sure what size but I presume 60 – 90 size.

The first entrants up were David Balfour and Chris Henry, both TCMAC members flying in large scale. David flew his ever faithful Curtis Robin, while Chris flew a ¼ scale Embraer Tucano T29 that he has drawn up and scratch built. This is a very large model weighing in at 22kg and

powered by an 85cc petrol engine – a DA I think. Unfortunately I didn't get a photo so will have to ask around. I'm sure Glenn or John Lamont would have one.

The Tucano flew like it was on rails however Chris was unable to get all the gear down on two flights which ended up with quite spectacular belly landings on the grass (not the concrete thank goodness!!!) It seems there is an air leak in the retract system.

After large scale it was into F4C where Noel was first up with his Fox Moth followed by Gary Sunderland (Albatross), David Law (Pitts Special) and John Guscott (Decathlon ?).



This is David Balfour's latest scale model. A Boeing 40C powered by an OS200FS. With the recent inclement weather David hasn't been able to test fly it but no doubt that will change very soon. The first Model 40 was built for a 1925 U.S. Post Office competition as a replacement for the converted military de Havillands that had carried the airmail since 1918.



Max flew his Cessna 195 on Saturday after the competition flying had finished for the day. Behaves a lot like Glenn's big one – mind of its own on takeoff!!! Needs toe-in not toe-out which it has on the mains.

Once the two rounds of large scale and F4C were finished it was into Flying Only. On this occasion it was decided to run two flight lines to get through the numbers efficiently and allow all competitors a reasonable number of flights. On the whole it worked okay although I'm sure many are not used to it. The callers need to be vigilant watching out for the other aircraft keeping their pilot aware of any likely close calls or perhaps both trying to use the runway simultaneously. There were occasions where you had to do another circuit waiting for the other aircraft to clear the runway.

Max and Glenn were first up in Flying Only, Glenn on flight line number 2. Glenn put in a reasonable flight with his Extra although he overshot the Touch & Go without touching, so zero points, then on landing he overran the end of the runway into the drainage culvert pulling out the undercarriage and putting an end to his flying. It could have been repaired at the field but he wanted to do it properly in the workshop. Although it is a long runway having the two flight lines effectively made it shorter although you didn't have to land in front of the judges which is what Glenn did. Then he didn't have enough runway remaining combined with the 22x12 prop which even on idle has a fair bit of thrust. As they say in aviation, the runway behind is of no use!!! Like altitude above you.



John & Ian Lamont (Ian flying) with judges Phil Shufflebotham and Gary Sunderland. Ian didn't want to risk his model so he flew the old man's!!! See the large white cone just beyond the end of the concrete – that's where Glenn ran into the culvert.

There were a couple of minor incidents which caused a few to drop out, but by and large it was fairly uneventful and no accidents. We got through the Flying Only by 4PM which gave us plenty of time to meander back to the motel and get ready for the night organized at the Newmarket Hotel. Graeme & Dianne came up on Saturday and kindly gave us a lift to the pub.

Sunday was pretty much a carbon copy of Saturday – maybe a little warmer. We ran another round of Flying Only to kick off the morning followed by Large Scale and F4C. It was all over by midday and quickly followed by the presentations allowing time for some free flying before heading home. After we packed the trailer we were on the road by 1:30PM. See further on for the results.

The concrete runway is a challenge for most with tail draggers. It's difficult to hold it straight on takeoff particularly if there is a significant crosswind component. Undercarriage setup becomes much more critical than when operating off grass runways. A small amount of toe-in on the mains is needed to help auto correct tracking. The toe-in will act like dihedral does on a wing. If you have toe-out which often is the case as the aircraft swings it gets more drag on the inside wheel which makes it turn more. With toe-in the drag will decrease on the inside wheel tending to straighten the aircraft. Well that's the theory anyway. I think that is something to observe and what I shall endeavour to do on my tail draggers.

Local member Ken Osborne has built a model of the Albury Flyer which is featured at the Albury Museum. It looks like a Bleriot monoplane and was built in 1913 and flew for a few hundred meters. Ken's model flies quite well and he managed a very creditable 9th place completing three successful flights.

In F4C David Law and Noel Findlay flew the models they took to the World Scale Championships in Spain last year each putting in consistently very good flights.

David Law had a new turbine powered Hawker Hunter in Flying Only which was an outstanding performer as you can see by the scores. The composite construction kit also comes complete with a quality undercarriage system. All you need is a turbine and radio.

I understand it is manufactured in China and is being distributed by Model Engines. Okay it's not cheap but from what I could see it looks like good value. After all, you don't expect to get a jet flying for the price of a Boomerang!!!

Scale Results

Entrant	Aircraft	Flt 1	Flt 2	Flt 3.	Static	Total	
David Law	Pitts Special	2317	2517	2473	2880	5375	1
Noel Findlay	Fox Moth	2374	2337	2353	2745	5108	2
G. Sunderland	Albatross	914	2143	2137	2415	4555	3
John Guscott	?		1410				4

Large Scale Results

Entrant	Aircraft	Flt 1	Flt 2	Flt 3	Total	
David Balfour	Curtis Robin	2228	2365	2273	2319	1
Chris Henry	Embraer Tucano T29	2084	2213	2303	2257	2

Flying Only Results

Entrant	Aircraft	Flt 1	Flt 2	Flt 3	Total	
David Law	Hawker Hunter	2515	2580	2681	2630	1
Tony Small	Grass Hopper (CUB)	2541	2400	DNF	2470	2
Greg Lepp	Cessna 150/152	2257	2457	2319	2388	3
Roger Carrigg	Super Stearman	2344	2427	2338	2385	4
Trevor Pugh	Piper Cub	2352	2314	2239	2333	5
Ian Lamont	Yak 54	2079	2391	2047	2235	6
Roly Gauman	Piaggio	2239	2157	DNF	2198	7
Bob Hulett	Feisler Storch	2202	2187	2080	2194	8
Ken Osborne	Albury Flyer	1950	2161	2172	2167	9
Max Rowan	Piper Pawnee	2148	2115	1996	2131	10
Glenn White	Extra 330	2074	DNF	DNF	1037	11
Paul Winter	Fly Baby	1591	DNF	DNF	795	12
Neil Sharp	Beagle	1560	DNF	DNF	780	13
John Guscott						14

We must also congratulate the Twin Cities club on the excellent field they have. No doubt it would be one of the best in the country now. I'm sure it has all come to fruition by the hard work and dedication of the members. The local council has given them a lot of financial support

one way or another over the years. That has only come about by persistently chasing whatever funding they can get. Of course being land owners makes a big difference.

In closing this article we must thank the TCMAC for hosting the event and particularly the members who ran the canteen both days.



Coming Events

Sausage Sizzle Bunnings Ballarat – August 31st



Don't forget we have our sausage sizzle at Bunnings this Saturday August 31st. A duty roster has already been sent out and an update will be posted later in the week.

I'm not sure what difference to Bunnings trade the new Masters Home Improvement store has caused. But one would expect it to be negative. The big concern for us, is knowing how much stock to purchase. Hopefully some members were able to get to Bunnings last Saturday as requested to gauge the impact of Masters.

It is Father's Day the day after (Sunday 1st September) so I guess that will be good for general business on Saturday.

The forecast today (26th August) for next Saturday is mostly sunny, 16° C with a northerly breeze. If that holds out it should be a good day. 16° C hmmm, maybe good for drink sales as well!!!



Event Calendar

- August 17th/18th Wagga IMAC 2013, Scale Aerobatics – Wagga MAC.
- August 24th/25th VFSAA Scale competition – TCMAC Albury
- August 31st (Sat) BRMFC Sausage Sizzle – Bunnings Ballarat**
- Sept 21st/22nd Mammoth Scale weekend – Shepparton
- Nov 2nd/3rd Fun Fly – Ararat
- Nov 23rd/24th Annual Fly-In and Swap Meet – Hamilton
- Nov 24th Old Timer – Haddon Field, Ballarat
- Dec 28th – Jan 6th MAAA 67th Model Aircraft Championships – Albury/Wangaratta
- Feb 28th-Mar 2nd 2014 Fun Fly weekend – Warrnambool
- March 30th 2014 BRMFC Annual Open Day – Yendon**

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.

Thought for the day

The most dangerous thing in the world to do is trying to leap a chasm in two jumps.

FOR THE ROMANTICS

A man takes a lady out to dinner for the first time. Later they go on to a show.

The evening is a huge success and as he drops her at her door he says 'I have had a lovely time. You looked so lovely, you remind me of a beautiful climbing rose. May I call on you tomorrow?'

She agrees and a date is made.

The next night he knocks on her door and when she opens it she slaps him hard across the face.

He is stunned. 'What was that for?' he asked.

She said 'I looked up *beautiful climbing rose* in the encyclopaedia last night' and it said 'Best suited against a brick wall or fence, no good in an open bed'. (*There's a word or two missing but I'm sure you can work it out.*)

More Golfers

John stood over his tee shot on the 450-yard 18th hole for what seemed an eternity.

He waggled, looked up, looked down, waggled again, but didn't start his backswing.

Finally his exasperated partner asked, 'What the hell is taking you so long?'

'My wife is watching me from the clubhouse balcony,' John explained. 'I want to make a perfect shot.'

His companion shook his head and said, 'You don't have a chance in hell of hitting her from here.'

