



NEWSLETTER – July, 2011

Committee 2010/2011

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The **Annual General Meeting** of BRMFC is to be held at **Findlay Engineering** on **Wednesday July 27th 2011** 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.

The ordinary meeting will then be held with the newly elected committee.

Please note the meeting location: **12 Neerim Crescent, Wendouree Industrial Estate**

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. Roy Gladman
5. BRMFC AGM (July)
6. Springfest Site
7. Visitors Book/Incident Book

- Newsletter Sub editor
- Field Maintenance Officer

Annual General Meeting

As already noted above, the AGM is to be held on Wednesday 27th July at Findlay Engineering prior to the ordinary meeting. This is where the current committee, present their reports and the committee for 2011/2012 is elected.

Please do your best to make it to the meeting. It is always encouraging to see a good roll up at the AGM.

The next committee is to be decided at the AGM. Remember the club doesn't just run itself it takes the members to do so. Don't be afraid to put your hand up for one of the positions up for election.

The following positions are up for re-election. (The positions of President, Vice President, Secretary and Treasurer are for two year terms and are staggered.)

- President
- Secretary
- Safety Officer 1
- Safety Officer 2
- Publicity Officer
- Returning Officer
- Public Officer (*Is now the Secretary*)
- Newsletter Editor

Presidents Report – Matt Porter

Low and behold it appears that AGM season is here again and it's time to have a reshuffle of the committee. For a change we already have nominations for each of the upcoming vacancies however don't let this deter anyone from submitting further nominations if people are interested in supporting the club in a more official capacity.

As per usual I want to thank the outgoing committee for their hard work and dedication over the past twelve months. I know I probably say this every year, but the club doesn't run itself and it's the great work that everyone puts in throughout the year that makes it look as though it does run itself.

Our fund raising efforts this year have been fruitful although probably not quite as good as the last couple of years. As usual the sausage sizzles at the big green shed are the best value for effort and we have another one booked for Boxing Day. The annual display is not just about fund raising however think that one major learning is that we need to try and change it up a bit to entice

more pilots and put more effort into advertising to raise spectator numbers too. I will be looking for new people to take on the organising duties for the 2012 event.

The hot topic of the year has one again been the 'imminent?' construction of the wind farm and the need for the club to investigate suitable sites for relocation. A couple of sites have been proposed, discussed and investigated although there has not yet been anything found that is ideally suitable. Thanks to those who are constantly on the lookout for new sites (you know who you are) and I kindly remind everyone that if you see somewhere that might have some potential then please let us know so that we can take a look.

That's about it from me I just want to say that I hope this next year is as prosperous and safe as the last and that above all we continue to have plenty of fun.

Cheers,
Matt Porter.

Secretary's Report – Jeff Dowsley

The Secretary's job is not a particularly glamorous one. It involves mundane things such as sending and receiving club correspondence, taking the minutes at our meetings, etc.

Where practical, all club records are kept in electronic format which makes the information much more usable. The minutes of meetings are emailed to all club members who have an email address. Interestingly, all members now have an email address. We also email the newsletter to our members, which is an enormous saving on postage.

Curiously, the VMAA requires us to manually fill in forms.....

Jeff Dowsley.

Treasurer's Report – Nick Katsikaros

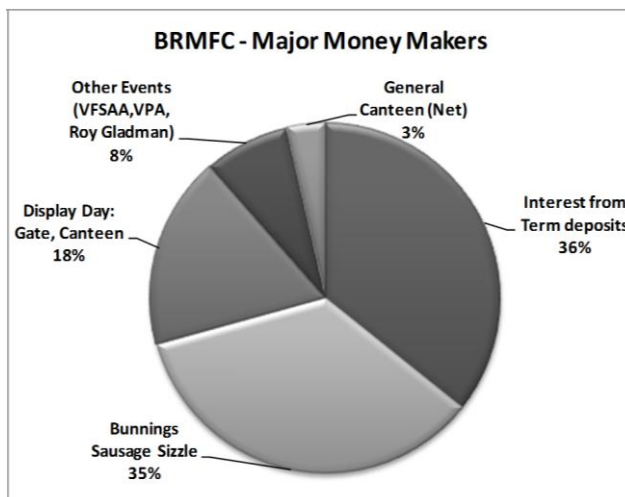
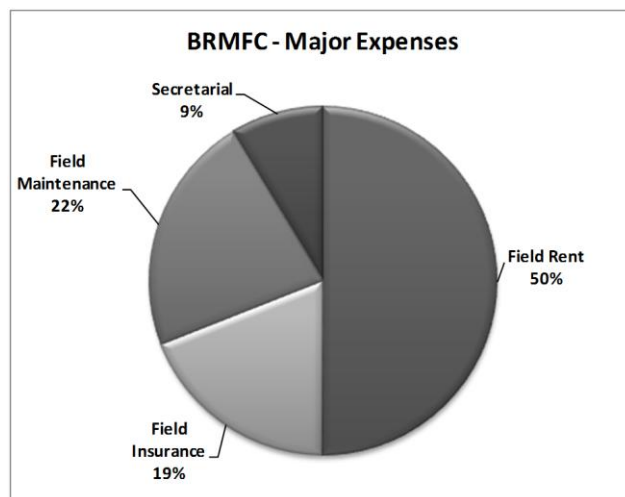
This year I have been unable to put as much time into the Treasurer's duties as I'd like, missing a number of meetings. In particular, I'd like to thank Matt Porter for managing the Petty Cash for much of the year.

This year the petty cash was rationalised into a single cash pool and a card account to simplify club purchasing. There has been a subsequent increase in total petty cash held available.

Over the last year the club's total liquid assets increased by 19% over the previous financial year. Approx 75% of the club's money is held in three fixed term deposits, with the remaining 25% held in the club's cheque account, petty cash account and cash on hand.

This increase in finances is largely, about 72%, due to the club's fund raising activities, including interest paid on term deposits. This was lower than last year, largely due to a financially poor Display Day

The remaining club income, predominantly club membership fees, more than covered the running costs of the club which were lower than last year. Fortunately there was no major expenditure this year. The makeup of the major club expenses are shown below. Once again most of the maintenance activities were carried out by club members who generously donated their time.



In summary, the club is currently in a healthy financial position, which is required to take advantage of any opportunities to buy our own flying field.

Safety Officers Report – Noel Findlay

I think that the past year has gone very well, at least from a Safety point of view, there have been "0" incidents, at least that I am aware of.

Our weather of late has not been very agreeable to flying and the weather itself is probably the biggest concern to safety in the flying and pit area because of mud and the build up of moss on the pit matting. The chance of slipping has or was becoming quite a hazard; this has been partially rectified by a diligent few who have taken the time to scrub the moss off the pit area. Thanks Guys!!

Care still needs to be taken so be cautious!

Also the road in is really taking a hammering with all the water, and is starting to get soft in spots, so keep the

speed down and the revs up and it might pay to think about a pair of rubber boots in the car, just in case! Also perhaps one of our 4WD friends may have a snatch strap they could keep on board until things dry out.

Anyway stay safe and I'm sure we will see the sun again soon, but then we will probably have to pay a sun tax if we use too much of it!!!

Onwards and Upwards.
Noel.

Editors Report – Roger Carrigg

When you are the editor publishing a monthly newsletter four or five weeks seems to come around very quickly. It seems that no sooner have you finished one there's another one to work on. With Glenn's help we try to produce a newsletter that is both informative and enjoyable to read. We aren't professional journalists or writers with a flair for words just pair of bums (old bums too) tapping away at the keyboard.

The club publishes twelve newsletters per year posting hard copies to about ten members while the remainder are sent out via email. The email list also includes another 35 or so who are members of other clubs and interested parties.

As well as distributing each edition via mailing list, the newsletter is also published on the clubs web site at <http://www.brmfc.org.au/Newsletters.aspx>.

The newsletter is always posted and emailed on the Monday before the club meeting held on the 4th Wednesday of the month.

We are always looking for articles to include in the newsletter particularly tips & tricks that you come across that everyone can benefit from.

Roger Carrigg & Glenn White.

Webmaster's Report – Roger Carrigg

On 28th April 2010 I registered our domain name brmfc.org.au through Australian Domain Registration Services www.domainregistration.com.au at a cost of \$33 (inc. GST) for 2 years. This will fall due on 28th April 2012 and will require payment of the current rate no doubt an amount slightly in excess of \$33.

At the moment it is hosted by AspWebHosting under www.startek.com.au account so there is no cost to the club.

In the not too distant future (probably this financial year) I propose to create an account for the club with AspWebHosting (most likely but not necessarily) which will cost in the vicinity of \$50-100 per year and migrate the web site to that account. This will mean that others in the club can be granted login access to the web site for administrative purposes which is a more desirable scenario in the longer term.

Googling the phrase 'model aircraft ballarat' brings our web site up at the top of the list so that should be enabling people who are interested in our hobby to find us. A check on web site statistics reveals that our site has received on average 58 visits per day over the 12 month period to 25th July 2011. This is *visits* not *hits*, the number of hits will no doubt be many times that figure if people browse around the site.

We now have to investigate Facebook and Twitter to see how we can have an effective presence there – after all that is where the young people 'hang out' these days.

It would be nice to get some more videos up on YouTube relating to our club and members. Then a page can be created on our web site with these links.



Subs 2011/12

Please be reminded that unless you have paid your subs you must not fly at our field or any MAAA sanctioned field. Those who intend paying their subs for 2011/12 will probably incur the \$5 administration fee once the VMAA/MAAA component has been forwarded to the VMAA.

If you do **NOT** intend rejoining please return your **gate key** to the Secretary at the address shown in the footer of the membership renewal form which was included in the last newsletter and can be found on our web site.

When you renew/join please fill in all your details on the membership payment form so they can be checked against the club membership database. The payment form was included in the last (June) newsletter and there are also some forms out at the field on the notice board and on the club web site. Club bank account details are on the form so you can make a direct deposit online or via your bank teller.

Send completed form with your payment to the Secretary at the address shown on the form.

Going by the list of members published by the Secretary it seems that most have rejoined by now.



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.

Correspondence

Members noted that the June 2011 Newsletter article was not curbing purchases from the internet, merely pointing out that the quality of the goods is variable, and that some radio equipment is not C-tick certified, which would lead to liability issues in the case of an accident causing collateral damage. Some discussion ensued on adopting

the VMAA C-tick 2.4GHz approved radios. Members present reiterated that the Club was a fixed wing club.

Reports

Relocation Sub-Committee

Max Rowan reported that another site has been mentioned located approximately 15Km from Cape Clear (about 35 Km from Ballarat). The 50 acre site for \$60,000 was offered in the 18 July 2011 Ballarat Courier. Max is attempting to obtain further details from the owner.

General Business

1. Wind Farm

No further developments since last meeting. Last update of WestWind website May 2010.

Last Lal Lal project update February 2010.

2. Field Maintenance

- a) No activity.
- b) Glen White noted that the pits area is becoming slippery due to moisture and moss growth. Max Rowan will source a sprayer and wash the area clean.
- c) Club History Compilation for Web Site
Murri Anstis reported that he is continuing to collect and collate information.

3. Roy Gladman Event

Waiting until later in the year when the weather improves.

(Matt to print out the VMAA events calendar, laminate and affix to the Club room wall.)

4. Past Presidents

It was agreed that a list of past Office bearers should be listed on the web site, and possibly an Honour Board for the Club rooms. Noel Findlay volunteered to manufacture a board.

5. Meeting location

Noel Findlay kindly offered the Board Room at Findlay Engineering for BRMFC meetings.

The members accepted the offer with thanks. Location: 12 Neerim Crescent, Wendouree.



VMAA News

No meeting minutes received this month.



New Models seen at field

Saturday 16th July saw the long awaited successful test flight of my Euro Fighter jet. It was a smooth take off with no trim required. It moved through the

air quite quickly and managed a range of aerobatic manoeuvres. On the down side the jet has a limited flight time of 4 minutes before the batteries are exhausted of their charge.



This photo was taken on 19th June at the field and appeared in the last newsletter. Mat has been champing at the bit waiting for suitable weather.

So far it has had three flights in all.

Due to the inclement weather recently we've had show & tell out at the field on a Sunday morning. The Sunday of 17th July was no exception.

Len Astbury brought out another one of his unfinished projects. This one was started circa 1990. The model is a Hawker Hunter and has been designed to take a modified 25 2 stroke. Len goes to exceptional lengths to get things right. To ensure the correct CofG he constructed a small scale chuck glider. From this he determined its flight characteristics and CofG. Len gave us a demo of the chuck glider between showers and it flew quite well. As usual these models exhibit a high degree of craftsmanship unfortunately it's a dying art these days.



Come on Len it's later than you think – we want to see it in the air. Perhaps it might fly on the same day as the Liberator!!!



Len Astbury's Hawker Hunter eagerly waiting to be finished and flown!!!

Stop Press! The following Sunday (24th July) Len brought out the 1988 publication that he drew the plans from as well as the plans. It would be nice to see it finished. Len also had a few old magazines dated 1960 to peruse. It's amazing what was built by modellers back in those days.

Max has a new push pull Cessna powered by a couple of OS25 two strokes. I asked what brand it is – basically a no name job from China. Seems to fly okay although a little tricky on takeoff because it doesn't have rudder control. On the first couple of tries the model veered to the right and Max was unable to correct and aborted. We noticed that the nose wheel was not quite centred and once that was fixed it was away. Max has supplied me with some additional info on the model so I'll hand over to Max.



Max with his new Cessna 205 powered by two OS25 two strokes on Sunday 24th July.

It's a Chinese ARF kit with very limited information about its origin and incomplete on build info as well; needed quite a bit of modification to fit motors and gear. Wingspan is 1400mm, the fuselage 1090mm to rear of boom, approx weight is 2.3 kg and powered by two OS25 FP two stroke motors.

Flies reasonably fast and seems to have no bad vices as yet, it has a very narrow wing chord so also needs to land fast too. It will fly on one motor okay but is only marginal enough to get out of trouble, hope it's around for a while yet! Max. *So do we Max!!! Ed.*



In the Workshop

De Havilland Fox Moth – By Noel Findlay

As can be seen by the photos the Model is well advanced from the last article. The fuselage is basically complete but for the final detailing. The wings still remain uncovered as I decided to go ahead with the construction of functioning wing slats.

This has caused some head scratching as they must work smoothly without any friction or binding. I have spent about 4 weeks of nights trying to get the 3 mechanisms to work without a twisting motion. As I started to run out of ideas I took the wing out to our Sunday Morning Flying

Session to see if anybody had any ideas. Some suggestions were thrown around, not all of them helpful I might add, but a very good one came from Mat. He suggested that I tie both ends together with bell cranks. Wow I had been looking at this for 4 weeks and he came up with the answer in 4 minutes. Says a lot really!!



The leading edge slats are designed to pop out when the angle of attack reaches a critical value. This maintains a more laminar flow over the wing upper surface to mitigate tip stall.



Slat mount control arm assemblies – 3 per slat. The geometry is critical to get the desired motion.

I have ended up using micro bell cranks and now there is no twisting motion and no friction. Thanks Matt!!



Unfortunately the photos don't do justice to the level of detail and how meticulous Noel is with his building.

The rest of the model has been fairly straight forward although some of the aluminium work around the windows in the fuselage has been challenging. It's all made from builder's aluminium flashing which is already annealed and as such is easy to work. Some of the channels in the sliding windows on the doors have up to 6 separate bends to make up the channel section. This then

has to be pulled around another form to get an even curve (Why would you put bay windows in an aeroplane!!)



You can see the leading edge slats on the upper wing – they appear to be extended for the photo.



Fold back wings as well just like the old Gypsy Moth.



Noel has gone to a lot of detail in the cabin for that extra bit of realism and hopefully extra static scale points.

Hopefully the wings will be well on the way to being covered over the next couple of weeks and then we can start to get serious about flight testing!! (Hello Len)

That's all for now.

I'll do another instalment after the test flight.

Noel.

Tips & Tricks

Cleaning your model

I've found that automotive engine degreaser does a good job. Just mix a solution in a spray bottle with water following the instructions with the product.

I did a repair a while ago on the cowl area of my old Cherokee after it fell off the storage shelf in the garage. Naturally it was very greasy and oily and to enable the glue to bond I saturated the whole area with degreaser/water solution. After leaving it soak for a while the degreaser was washed off with water and the fuselage was left out in the sun to dry. When it was dry it was obvious that the degreaser had drawn out the oil from the balsa making a satisfactory repair possible.

The auto degreaser is not expensive and can be purchased at any auto accessory shop such as Autobarn or Supercheap.

Near consequences of Loose Covering

Mat had a hair raising incident with his P51 last Sunday. I'm pretty sure I've got the story right. Mat said he was doing some low passes over the north/south runway (gee never seen that before!!!) with a bit of knife edge thrown in when he realized he was getting close to the trees and made a hasty high G pull up.

After that 'life saving' manoeuvre he noticed that when elevator was applied the P51 rolled to the left quite severely. In the interests of safety and preserving the model he decided that an immediate landing was next on the agenda to check out the airframe and controls. After getting it down safely a close inspection was carried out but nothing was found to be wrong. Controls were all functioning correctly and no damage anywhere.



This photo was taken back on the 8th May. I'm sure many have seen the P51 zoom across the field.

Believing that it must have been his thumb applying a bit of rudder unintentionally Mat fuelled up for another flight. Once it was in the air he immediately realized the problem was still there. It continued to roll quite violently with application of elevator; the more elevator the more

the roll. Mat said afterwards he likes this model and he knew he had a problem on his hands to get it down in one piece. Being gentle on the controls a safe landing was fortunately achieved.

This time a more rigorous check of the model was undertaken but nothing was visually wrong. A check of the radio proved that it was unlikely to be the cause. Whilst running fingers over the wing leading edge it was then found that the covering was loose where it wraps around from the upper surface extending about 10mm over the lower surface. You could get finger nails under the covering and lift it back – let it go and it looks as though it's stuck down.

Mat was relieved to find the obvious cause – a simple repair that otherwise could have had dire outcomes.

As the angle of attack increased the airflow got under the film completely changing the aerodynamic properties of the aerofoil. Before the first flight of the day the covering was probably coming away slightly and that high G manoeuvre must have caused the airflow to rip the covering back to a point where further flight would be impaired.

Had the model crashed and been destroyed or substantially damaged, the loose covering might not have been spotted and then doubt would be cast over the radio with subsequent loss of confidence.

The other point to note is had this happened to a pilot with lesser ability than Mat most likely it would have been a much different outcome ending in tears.

So the advice here is to keep a close check on the covering particularly around the leading edge of the wing. In this case had the covering extended say another 10-15mm around the lower surface the problem might not have occurred. Something to think about if you are covering a wing!



Wet Field

Who has a dry field these days? Our flying area is sodden now but fortunately our facilities and runways are on the crown of the paddock so we don't really have any issues in that respect. In the eleven years we've been at Spreadeagle Road it has never been as waterlogged as this. No doubt what we are experiencing now is closer to normal conditions. The photos shown here were taken on Sunday 24th July and endeavour to convey the saturated conditions that we now face.

The main problem confronting us is the entry track which is basically permanently underwater over much of its length. And given the consistent rainfall lately it's unlikely to dry out before summer. The water will gradually drain away if there's no rain for 4 or 5 days but then a light shower is all it takes to make it wet again.



No point washing your car at the moment!!!

In a way it is surprising that the track has stood up as well as it has. So just another reminder to take it easy on the way in and out so as not to damage the track any more than necessary!

I vaguely remember Fisken's telling us back in 1999/2000 when we were negotiating the lease that the paddock got very wet in the north/east corner and that we had to have a graded and filled entry track. At that time during the drought years we never expected to see this.



Given how wet the paddock is surely the crop of choice would be rice!!! Also float planes might become popular.

It was just as well Martin Tuddenham helped out with the rock fill earlier this year otherwise we might not be able to get in and out.

Maybe a four wheel drive is a prerequisite for membership!!!

Over the last month or so the good flying days have been during the week. Sunday being our pseudo club day has been unkind for flying, Saturday has been better. Anyway last Sunday 24th July turned out okay and many of us managed to get a few flights in. Apparently Saturday there were quite a number at the field as it was a good day for flying.



Events

VFSAA Rally at the Marsh – By Mat Werner

On the way to Bacchus Marsh it was very windy and it rained heavily the entire journey there. However, upon arriving the sun was out and fortunately there was no wind.



I can see Mat's models in the upper left corner; Yak and P51. Just as well the covering didn't let go down there Mat!!! Looks like Noel Whitehead's RV-4 in the foreground.

Seeing the field for the first time it felt quite cramped with no real run off area or any chance of an out landing anywhere but nevertheless it was a nice runway.

There would have been approximately 20 pilots and about 30 models. The club members were a friendly bunch and welcomed their visitors by providing a BBQ lunch.

John Lamont has been kind enough to supply some photos he took at the event. Thanks John. Ed.



Some nice models were in attendance. Is that a Mew Gull in the centre of the photo – did Glenn sneak down there?



Event Calendar

July 16 th /17 th	Pylon Racing – Bendigo
July 17 th	VFSAA Scale Rally – Bacchus Marsh
July 27th	BRMFC AGM
August 7 th	VFSAA Sportscale – Keilor
August 27 th /28 th	VFSAA comp & Rally – TCMAC Albury
September 11 th	Monty Tyrell Scale Rally – P&DARCS
Sept 17 th /18 th	Mammoth Scale Fly-In – Shepparton
October ??	Scale State Champs – Date & venue to be confirmed
October 30th	VFSAA Sportscale – BRMFC
Nov 26 th /27 th	Annual Fly-In & Swap Meet – Hamilton
November 27 th	OS Engines Fly-In – P&DARCS
December 4 th	VFSAA Scale Rally/Mini Comp – Nepean
January 1st 2012	BRMFC Sausage Sizzle – Bunnings Ballarat

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

Time for some Frivolity – the sealed section

Note: If easily offended please skip this item. It contains adult themes, but no crude language or nudity.

THE NEVER ENDING SOAP OPERA OF MARGARET & BERT



Bert always wanted a pair of authentic cowboy boots, so, seeing some on sale, he bought them and wore them home.

Walking proudly, he sauntered into the kitchen and said to his wife,

"Notice anything different about me?"

Margaret looked him over. "Nope."

Frustrated, Bert stormed off into the bathroom, undressed and walked back into the kitchen completely naked except for the boots.

Again he asked Margaret, a little louder this time, "Notice anything different NOW?"

Margaret looked up and said in her best deadpan, "Bert, what's different? It's hanging down today, it was hanging down yesterday, and it'll be hanging down again tomorrow."

Furious, Bert yelled, "AND DO YOU KNOW WHY IT'S HANGING DOWN, MARGARET?"

"Nope. Not a clue." she replied.

"IT'S HANGING DOWN, BECAUSE IT'S LOOKING AT MY NEW BOOTS!!!!"

Without missing a beat Margaret replied, "Shoulda bought a hat, Bert. Shoulda bought a hat."

Golfer's Ball Therapy

Two women were playing golf. One teed off and watched in horror as her ball headed directly toward a foursome of men playing the next hole.

The ball hit one of the men. He immediately clasped his hands together at his groin, fell to the ground and proceeded to roll around in agony. The woman rushed down to the man, and immediately began to apologise. 'Please allow me to help. I'm a Physical Therapist and I know I could relieve your pain if you'd allow me, she told him.

'Oh, no, I'll be all right. I'll be fine in a few minutes,' the man replied. He was in obvious agony, lying in the foetal position, still clasping his hands there at his groin. At her persistence, however, he finally allowed her to help. She gently took his hands away and laid them to the side, loosened his pants and put her hands inside.

She administered tender and artful massage for several long moments and asked, 'How does that feel'?

Feels great, he replied; but I still think my thumb's broken!

Sobriety test

It has come to our attention that you are continually under the influence of alcohol.

To clear the air, you are required to answer the question below.

Which direction is this car going..?



If you cannot tell, you ARE drinking too much...!!!

Actually I was a little unsure about my own sobriety when I put this in the newsletter... ed.

