



NEWSLETTER – March, 2015

Committee 2014/2015

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Officers

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Safety Officers:	Mat Werner (0450 483 838) Nick Katsikaros (0438 559 985)
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Note the meeting location.

The next general meeting is to be held at Gekko Systems, 323 Learmonth Rd on Wednesday March 25th 2015 commencing at 7.30PM. Directions: From the Ring Road roundabout head towards the airport and take the first service road entrance. Use the middle gate marked "MUSTER POINT 1" which leads directly to the lunch hut.

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.

Agenda Items for the next meeting

1. New Memberships
2. Trawalla Dynamic Flight Park Field Lease
3. Field Maintenance
4. Trawalla Safety Rules
5. Fuel Prices
6. Purchasing Policy
7. Purchase of New 240V Portable Generator
8. Food Handling Certificates
9. Any further general business items
10. Agenda and Location of next meeting

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) Management Committee Report.

No meeting held over Xmas break.

II) Events

M Werner attended an event at Cootamundra. A good weekend, with Mat achieving 2nd overall.

III) Trawalla Complaint

Owner of the property almost directly opposite complained that models were flying over his house. The complaint was followed up and neighbour is now satisfied.

7. General Business

I) Field Maintenance.

a) The toilet is still to be painted, with some heavy preparation work required;

b) Shade cloth has been erected; and

c) Some consideration of crowd control fencing is required, and fencing erected before any public event held.

8 Other Business

a) Cancellation of Food Premises Registration with Moorabool Shire.

Secretary to register food premises with Pyrenees Shire

b) Field Insurance

The insurance had lapsed according to the broker, but will re-instate from the last end date.

A list of items will be put into groups for the policy purposes.

c) New Membership

New applicants for BRMFC membership:

Lucas Kelly, Paul Ruddle and Peter Weston

d) Field Maintenance

Mostly completed the establishment of the facilities. Spraying of tussocks is continuing.

Probably need to have a painting working bee. Need to have another attempt at smoothing the airstrip.

K Giddens raised the issue of a lack of a dry area (weatherproof). Suggested some roofing is required where the shade sails are installed, and then move the sails further out.

M Rowan suggested that a Notice Board is required for inter-member communications.

e) Trawalla Safety Rules

M Werner noted that both runways were in use simultaneously. The Safety Officer should designate the runway to be utilised. Suggested that a sign (large arrow) should be attached to the windsock to show the runway to use.

Dynamic Flight Path is designated as a non-smoking area by the original Planning Permit. Signs will be displayed.

Small electrics and any other models must be flown from the runways, and not launched from the pit area.

Some discussion ensued on whether a designated area south of the pit area could be used for slow-speed foam models, which are much slower than the larger models. Noted that the Burrumbeet strip would be more appropriate. Currently small models wait until larger models are grounded.

f) Fuel Pricing 2015

Members pricing to be displayed on the BRMFC web site.

Methanol \$2/L;

Synthetic Oil \$12/L;

Nitro Methane \$10/L.

Members are requested to ensure that fuel quantities taken are recorded in the Fuel Sales book.

g) 240V Generator Purchase

M Rowan has investigated several units, and has settled on a Chinese 7.5KVA at approximately \$800.

Motion: *That the 7.5KVA Generator be purchased.*

Moved: J Dowsley

Seconded: M Anstis

Passed Unanimously

h) Other Items

Club house heating

9 Agenda Items for next meeting

As per February meeting

Food Handling Certificates

Dynamic Flight Lease Agreement

Meeting location

The next meeting will again be held **at Gekko Systems, 323 Learmonth Rd, 25th March 2015.**

Meeting Closed 8:50PM



Best Wishes Doug

Doug Wallis has been in the "wars" lately. He was admitted into the Ballarat Base hospital on March 5th suffering appendicitis. Doug was operated on and unfortunately suffered complications which has kept him laid up in hospital ever since being admitted.

I went in to see him on Wednesday March 18th after hearing about his plight on the grapevine. Finally he seems to be on the mend and hopefully will be home shortly.

Most likely he will be home by the time you get this newsletter, but if not I'm sure he would appreciate a visit.

Stop Press 19th March: Doug is leaving hospital this afternoon.



Club Merchandise

A page has been created on the club website to advertise club merchandise with particular focus on fuel sales to members. <http://www.brmfc.org.au/ClubMerch.aspx>

Club Merchandise

Fuel

The club maintains limited stocks of glow fuel base ingredients for purchase by club members only. This enables members to mix their own fuel using the ratios they prefer, while keeping the cost to a minimum. It is basically sold at cost plus a small margin to offset against losses.

The prices as at 1st February 2015 are:

- Methanol: \$2/L (Bring your own graduated container)
- Nitro Methane: \$10/L
- Synthetic Oil: \$12/L

Members are reminded to ensure they record the amounts taken in the **Fuel Sales** book located in the container.

Payment should be made ASAP to the **Treasurer**.

Club Uniform

If you require club shirts, jackets, caps etc. *Impact Teamwear* has the club logo on file and can supply those items with the club logo embroidered on the garment.

Impact Teamwear is located at:
23 Ring Road,
Alfredton VIC 3350.

Phone: 03 5337 6769
Web: www.impactteamwear.com.au



A snap shot of the new club merchandise web page.



New Members

The club officially has two new members this month namely Peter Weston from Wendouree and Paul Ruddle from Beaufort.

As I understand it, both were former members of BRMFC back in the Bowes Road Ross Creek days and before my time with BRMFC.

May we take this opportunity to welcome them into the club and wish them every success in their modelling endeavours?



Peter Weston with his electric powered P51 foam model. Peter is an accomplished flyer and puts the P51 through its paces.

At this stage I don't have a photo of Paul for this column.



New Models seen at field

Murri's autogyro was featured in the last newsletter but at that time I didn't have a flying shot. On Sunday 8th March conditions were as good as they would ever get for this model which basically likes very calm conditions. Without lateral control any crosswind particularly on take-off is a sure recipe for disaster.



Murri's electric powered Kestrel autogyro is about to commence the take-off run.



The flight was 'short and sweet'. At least we have proof that it does fly.

Max has bought a CM Pro Cessna 182 from Wayne with the intention of using it to compete in the VFSAA competitions. "That way I only have to do the woosy manoeuvres" said Max.

Wayne told Max it looked a bit tail heavy compared to the way he had it fitted out and suggested some ballast in the nose before the test flight. Max managed to tape some lead onto the cowl which as it turned out was just the right amount. All it now needs is the lead inside the cowl attached to the engine mount above the inverted motor.

If you find lead necessary, the best place is on the mount in line with the piston. That way no stress is placed on the airframe. In the past I've fabricated a hat section from sheet steel and pick up on either two or four of the engine bolts. Then clamp lead sheets to the plate to make up the required mass. The theory is the heavier the engine the less vibration transferred to the airframe. Hypothetically, if an OS120FS weighed in at 20kg the vibration transmitted to the airframe would be negligible.



Use a steel 'hat' section to clamp any lead that is needed for ballast. That's what I did on my Top Flyte Cessna 182.



Same thing was necessary on my Great Planes Super Stearman. On this model, GP suggest and in fact provide a plywood box to mount on the firewall above the engine mount to hold the 18oz lead they found necessary. What crap is that!!! With the OS200 it didn't need much anyway.



Max is about to commence the take-off run on the east/west runway.



And take-off we have... The OS120FS making light work of the Cessna.



And in for an absolutely perfect landing. Would have been worth a nine in any competition.



Flight Line Safety

In response to the safety concern raised at the last meeting about both N/S & E/W runways being used simultaneously, Max has fabricated a large arrow which can be swung around to indicate the duty runway.

Also when using the E/W runway pilots need to move further out along the runway so there is less likelihood of going over the road. It may be that we need to reposition some of the coloured marker disks.



Note the coloured arrow attached to the wind sock pole that can be turned to indicate the duty runway.



Tips & Tricks

Transmitter Exponential + or - ?

I set exponential on the Hitec Aurora 9x transmitter for ailerons and elevator for my Waco YMF-5. The amount entered was +30% where it should have been -30% no wonder it was a tad sensitive.

The mistake was made because with the JR 9X transmitter the exponential is entered as positive to soften the controls around the centre, the opposite of the Hitec.

Something else to be aware of...

CofG Calculations

Following the initial flights of my Waco YMF-5 in late November last year, I thought it was a bit nose heavy. Not liking or wanting to add weight in the tail, although it would be minimal, the remaining option was to move the 5 cell battery pack from alongside the fuel tank rearward, in fact behind the wing. Before doing that which required fabrication of a balsa box housing to mount on the fuselage frames, I wanted to know analytically how far back that would move the CofG. The box would then enable the batteries to be readily accessible and easily removed and actually more accessible than the original location.

I knew the total mass of the aircraft, the location of the CofG, the distance the batteries were positioned forward of the CofG and how far back the batteries would be shifted.

What I wanted to calculate was the distance from the original battery position (which became a reference point) to the new CofG which I have named x_{cg} in the second diagram.

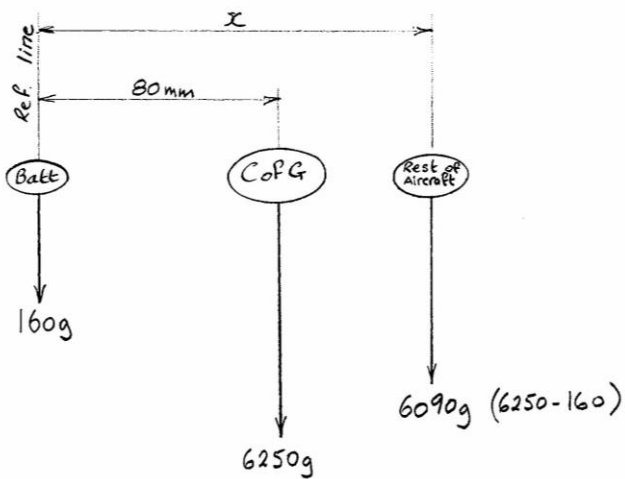
To do this I had to determine longitudinal distance where the mass of the *Rest of the Aircraft* acts and is referred to as x in the diagram below. The resultant CofG moment

arm equals Σ the other two (*Batt & Rest of Aircraft*). The reference line is through an arbitrary location but I used the original position of the batteries for simplicity. The following equation was formed.

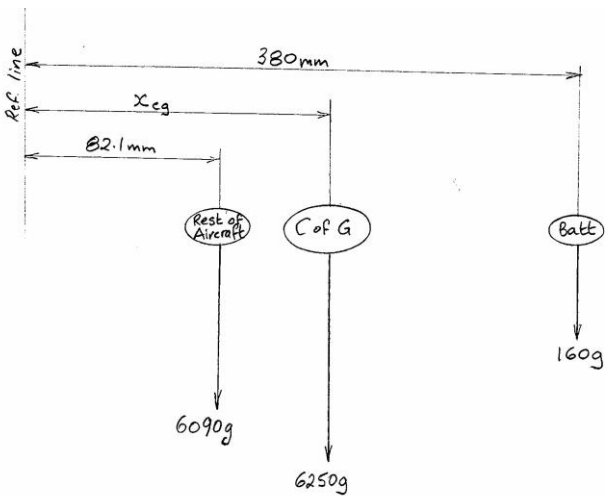
$(6250 \times 80) = (160 \times 0) + (x \times 6090)$ and therefore:

$x = (6250 \times 80) / 6090$ and therefore:

$x = 82.1\text{mm}$



Now to calculate x_{cg} with the battery positioned 380mm aft of the original location using the just calculated longitudinal position where the *Rest of the Aircraft* acts.



$x_{cg} \times 6250 = (82.1 \times 6090) + (380 \times 160)$ and therefore:

$x_{cg} = ((82.1 \times 6090) + (380 \times 160)) / 6250$ and therefore:

$x_{cg} = 89.7\text{mm}$

That meant the CofG moved back $89.7 - 80 = 9.7\text{mm}$

Summing up – shifting a 160g battery pack 380mm rearward in a 6250g model moved the CofG back 9.7mm.

Guess what, when I flew the Waco next it didn't make one iota of difference to the elevator trim!!! What a waste of time – anyway I thought I'd share this with you. Lenny Astbury would have loved this.



Events

Warrnambool Fun Fly – 28th Feb/1st March

I had a look back through my photo archive and the newsletters, and it shows BRMFC members have been attending the Warrnambool Fun Fly since 2006 without missing a year. That's ten years and ten events, so I guess that shows how much we enjoy going down there and making a weekend away of it. For a bit of nostalgia I've included a couple of photos of our inaugural visit to Warrnambool.



Sunday morning 5th March 2006 still overcast.



Mid-afternoon Sunday 5th March 2006 – the cloud had lifted and the shade tents erected.

Enough of yesteryear, we'd better get on with this year's event. Several members once again made the 2 hour drive down to Warrnambool to support the local club. Murri Anstis, Paul Ruddle and Doug & Cath Wallis went on the Friday while Wayne & Karen Goodwin, Graeme & Dianne Allen, Max Rowan, Glenn White and yours truly went early Saturday morning arriving a bit before 11AM. Actually it was just in time to take advantage of the calm conditions which prevailed for the few hours until mid-afternoon. Murri & Paul camped at the field while the rest of us stayed at motels in Warrnambool.



A shot of the pit area on Saturday (most photos further on in this article were taken on the Sunday). Mostly WMAC member models here.

Upon arrival it was evident that the numbers were down on last year. Unfortunately every second year they now

clash with the Avalon Airshow since it was moved earlier in the month, probably to avoid the F1 GP. I thought WMAC were going to do something about that and hopefully they will in the future. Whether the Avalon Airshow is responsible for the drop in modellers I don't know for sure but suspect it would have an adverse impact. Assuming there is an Avalon Airshow in 2017, BRMFC might consider organizing a bus for the members once again.



John Hoy's big Harvard is a regular performer at Warrnambool and Hamilton. The Harvard was a WW2 trainer aircraft.

As I said before, when we arrived mid/late morning the conditions were quite good so it was a matter of assembling the models and getting into the air to take advantage of the good weather which was forecast to change. On the Saturday I remember having a couple of flights with the Waco and also two with the old Shoestring. The conditions were fine up until the last flight with the Shoestring. Half way into the flight the wind really picked up making for challenging conditions although it has flown in worse before. I was the only one silly enough to be flying and everyone was watching & waiting to see how the landing would go. It was nothing compared to landing at Spreadeagle Road into a north wind as it rolled over the plantation. Just had to keep the power on all the way in until over the strip and a few feet off the ground cut the throttle. As it happened the landing was bounce free. I checked the weather on the internet that night and around 3:00-3:30PM it was 40km/h gusting up to 55km/h at the airport which is only a few kilometres away.

After that most were packing up for the day, we left our assembled models in the big white marquee that the club borrows from the local council. Saves having to disassemble and re-assemble the next day (Sunday).

We drove into Warrnambool, bought some supplies at the supermarket, booked into the motel, partook in a few pre dinner drinks then wandered up to Macey's Hotel for tea. By then the rain had started in earnest necessitating Karen & Dianne to be the designated drivers. Normally we just walk but it was too wet this time. After a pleasant meal and a couple of wines we retired for the night hoping Sunday would bring better conditions.

After Sunday morning brekky as Maccas it was back out to the field in what turned out to be quite pleasant conditions. The rain had settled things down, the wind had turned predominantly to the south at a reasonably steady 20 – 30 km/h – all in all fairly good flying conditions.

Long time scale modeller Rod Mitchell formerly of the Keilor club is now a resident of Warrnambool since retiring

and is now a member of WMAC. Rod is well known for his twin engine scale models which he flew many times over the weekend.



The BRMFC pit area.

Glenn tried to get the Komet in the air but the motor kept stopping just as it was about to launch (We've seen that before!!!). This happened several times much to the crowd's disappointment. However we reckon the cause of the engine troubles has finally been tracked down albeit by chance. While Glenn was defueling with the hatch removed, he hit the fill button by mistake pressuring the tank when it overflowed. Under pressure, fuel squirted out a split in the tank around the blister where the vent tube locates inside the tank. Once that was noticed it was pointless persevering with trying to get it in the air.

Graeme put his new Wilga up a couple of times but the DLE35 was misfiring as though there was an ignition problem, so he decided not to fly anymore until it is sorted out. Fortunately the misfire could be recreated on the ground, but I can't remember exactly what condition/s caused it.



Graeme starting the DLE35 in his new Wilga. A fancy undercarriage setup with good shock absorption.



The Wilga certainly has plenty of power with the DLE35 up front. This model seems to have good ground handling characteristics which is a definite bonus. It's great when

you get a model that taxis well, tracks straight on take-off, is a pleasure to fly and is not a handful on landing.



Wayne's Top Flyte ARC P47 Thunderbolt about to take-off. ARC (Almost Ready to Cover) models come as a bare airframe, so Wayne has done all the scale detail, finishing and painting, and to his credit is a great job.

Wayne had several flights with his Yak and P47 Thunderbolt. The P47 looks great in the air and certainly performs well. Max had his 1/3 scale Super Cub up several times; trying not to think about last year when it clipped a fence on a landing overshoot, and I saw the trusty Pawnee get airborne as well.



Max's Super Cub on one of many touch & goes.



This jet (from Melton) certainly had it in the speed stakes...

I had four flights with my new WACO YMF-5 and also four the old Shoestring which is becoming a veteran now. Graeme managed to get some good shots of the WACO with his new Nikon SLR camera.



Roger Carrigg's WACO YMF-5 powered by an OS 155 alpha four stroke. Flies much better with -30% rather than +30% exponential set in the Hitec Aurora 9X transmitter ☺.



The OS 155 Alpha is side mounted and with an OS <90° adaptor the standard muffler exits underneath with minimal cutting out for clearance.



The WACO about to touch down. It is prone to a bounce or two. Got to try it with the pump up tyres that I fitted to the Super Stearman which I found made a difference.



Murri had to do a little bit of work on the Tiger Moth rigging after a forced landing when the engine quit. It seems the 91 four stroke has a tendency to overheat when the cowl is fitted. The owner of the red Pitts in the background (from Melton I think) put on a superb aerobatics display and flew the jet to the left as well.



Rod Mitchell's P38 Lightning and Neptune water bomber. Stewie Kinghorn's yellow Ultimate Bipe in the background, a veteran of hundreds of flights.



Rod Mitchell's Lockheed P2 Neptune water bomber on finals.



The Lockheed P2 Neptune taxiing back to the pit area after an exceptionally smooth touchdown. Rod had the misfortune to crash this model at Werribee on 18/1/2009 (that's date of the photo I have) when the servo operated blade that cuts the water release also severed the battery lead. Miraculously, on impact with the ground it sustained minimal damage considering what could have happened.



Another shot of the pit area. Rod Mitchell's Lockheed P38 & Lockheed P2 Neptune, John Hoy's Harvard on the right.



Rod Mitchell's P38 Lockheed Lightning "Yippee" on take-off run. We've seen this model at the Wagga WW2 event many times over the years. The 5,000th Lightning built, a P-38J-20-LO, 44-23296, was painted bright vermilion red, and had the name YIPPEE painted on the underside of the

wings in big white letters as well as the signatures of hundreds of factory workers.



Rod's P38 lifts off and climbs out very realistically. This model must be over 12 years old by now. See the next photo taken at the Wagga WW2 event on 26th April 2003.



Archive photo of Rod Mitchell's P38 taken at the Wagga WW2 event on 26th April 2003.

Flying continued throughout the day until the presentations were made and the raffle drawn around 2:30PM. I didn't get a record of who got what, but remember Murri Anstis received an award – the category escapes me.

All in all we had a good weekend, as far as I know there were no major incidents/accidents. Many thanks to WMAC for hosting the event, we all know how much work goes on behind the scenes to stage a weekend such as this. I'm sure BRMFC will be back again next year to support the event.

VFSAA Scale Event 7th March

The competition at the Geelong club's Dog Rocks Road field was cancelled before it got underway due to expected bad weather rolling in later in the day. A decision was made by the CD not to proceed and hopefully reschedule on another day. It has since been rescheduled to Easter Saturday 4th April at Geelong. Noel Whitehead has sent out a notice to all VFSAA members asking if they can attend.



Coming Events

Club Meeting 25th March

The club meeting on Wednesday night is important because the future field lease agreement is to be discussed. As stated in recent correspondence from the President and Secretary if you have a view on the subject please get to the meeting and make your thoughts known.

There's a number of flying events coming up around the state and beyond over the next couple of months. I've included the advertising flyers that have come across my desk here for your interest. Even if you don't go it's good to know what goes on elsewhere.



SCANNER RACING!
APRIL 12th 2015
 Geelong Miniature Aircraft Association
 Dog Rocks Field, Batesford

Entry Fee

CONTACT CHRIS RAYNER ON 0435 359 427

BBQ Lunch & Drinks Available for purchase

OS .46 Engines & Electric Trial
 No Glass or carbon fibre Props
 Glo Engines Limited to 10x6 or 11x6 props
 Electrics Limited to Turnigy G46 Motor & max 5 cells 4000mAh. No Prop Limits

RACING STARTS AT 10 AM!



G.M.A.C.
 Greensborough Model Aircraft Club

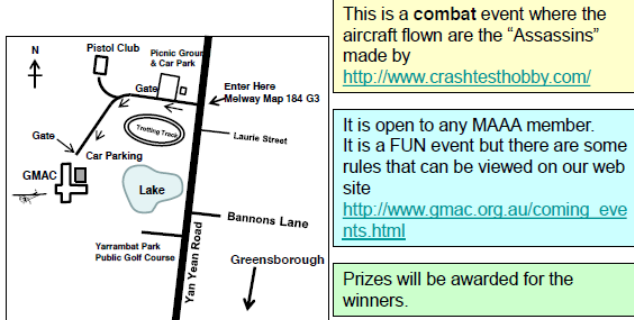


"CRASH TEST" TRIALS at GMAC

Saturday
 18th April
 2015
 10am to 2pm

The Greensborough Model Aircraft Club would like to invite you to the inaugural **CRASH TEST TRIALS** day at GMAC

Catering and amenities are available at the field, so come for a fly, or just to look.



This is a combat event where the aircraft flown are the "Assassins" made by <http://www.crashtesthobby.com/>

It is open to any MAAA member. It is a FUN event but there are some rules that can be viewed on our web site http://www.gmac.org.au/coming_events.html

Prizes will be awarded for the winners.

For further information, please contact the GMAC Secretary, Graeme Anderson Ph. (03) 9408-8153 Mob. 0425-785-366 or email secretary@gmac.org.au



Sunday 17th May MID MAY MUSTER 2015 State Field Eastern

This is a "Scale" fun fly day, any model resembling a full-size flying machine is welcome. A registration fee applies, as it is a fund-raiser for our club, with catering, camaraderie and lots of air-space to fly in.

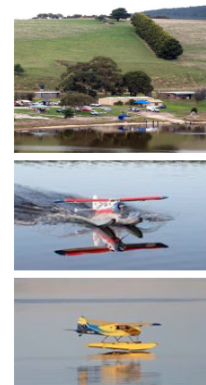
State Field Eastern is at Bengworden Rd. Opposite Boundary Rd. Goon Nure, 3875, Victoria For information about the field, see www.statefieldeast.blogspot.com

Pilots must be MAAA affiliated and have at least Bronze Wings. (Card to be produced.) Radio transmitters other than 2.4Ghz must have been certified at least once. A 36mhz transmitter pound will operate under the supervision of a Club Officer.

For more up to date information frequently visit our blog www.badmaceastvic.blogspot.com

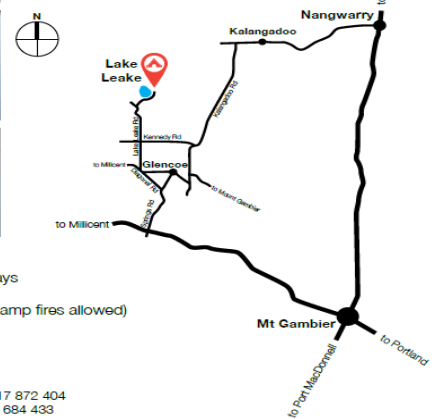


Lake Leake Float Fly 16th and 17th May 2015



Situated 40km NW of Mt Gambier near Glencoe West GPS: 37° 36' 42.63"S 140° 35' 34.64"E

Open to all MAAA Members Recovery craft on site



BBQ lunch provided both days

Great camping at the lake (camp fires allowed) Toilet facilities available

For further information contact: Martyn Black (club president) 0417 872 404 Gary Harris (club secretary) 0408 684 433

Event Calendar

- Feb 28th – Mar 1st Warrnambool Annual Fun Fly – WMAC
 - March 7th (Sat) VFSAA Sport Scale – GMAA (Geelong)
 - March 7th – 9th Aerobatics fun fly – ADAC (Ararat)
 - March 7th – 8th Opening of State Field (Bairnsdale)
 - March 12th – 15th F1 Grand Prix – Albert Park
 - March 29th **BRMFC Annual Open Day – Cancelled**
 - March 29th Annual Twins & More Day – NFG State Field
 - April 3rd Good Friday – Easter weekend
 - April 4th (Sat) VFSAA Sport Scale – GMAA (Geelong)
 - April 9th – 19th [MAAA 68th Nationals – Brisbane](#)
 - April 12th Echuca Moama Annual Fun Fly – VMAA Flying Field Echuca.
 - April 12th Scanner Racing at Geelong – GMAA.
 - April 18th (Sat) "Crash Test" Trials at GMAC (Greensborough).
 - April 25th / 26th VMAA Trophy (postponed)
 - May 16th / 17th Lake Leake Float Fly – Mt Gambier.
 - May 17th Bairnsdale Mid May Muster – BADMAC.
- 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 High School Teacher.

A high school teacher was arrested today at Sydney's Kingsford-Smith International airport as he attempted to board a flight while in possession of a ruler, a protractor, a compass, a slide-rule and a calculator.

At the press conference, the Attorney General said he believes the man is a member of the notorious extremist Al-Gebra movement.

He did not identify the man, who has been charged by the AFP with carrying weapons of math instruction.

'Al-Gebra is a problem for us', the Attorney General said. 'They derive solutions by means and extremes, and sometimes go off on tangents in search of absolute values.' They use secret code names like "X" and "Y" and refer to themselves as "unknowns;" but we have determined that

they belong to a common denominator of the axis of medieval with coordinates in every country. As the Greek philosopher Isosceles used to say, "There are three sides to every triangle."

When asked to comment on the arrest, the Federal Opposition Leader said, "If God had wanted us to have better weapons of math instruction, he would have given us more fingers and toes."

Lady Boys

Nearly had it off with a Ladyboy last night.

Picked him up in a night club. He looked like a woman. Smelled like a woman. Danced like a woman.

Even kissed like a woman.

But as we arrived back at his apartment, he reversed his car into a tight parking slot in one fluid movement.

That's when I thought. "Hang about"!!!

