



NEWSLETTER – May, 2015

Committee 2014/2015

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Officers

Returning Officer:	(The Secretary)
Public Officer:	(The Secretary)
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Note the meeting location.

The next general meeting is to be held at **The Main Hall, Eastwood Street Leisure Centre** on Wednesday May 27th 2015 commencing at **7.30PM**. (Field Air Offices are still under re-construction and Nick is away with work commitments making Gekko unavailable.)

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. Trawalla Field Lease
2. Field Maintenance
3. Updated Safety Rules
4. Food Handling Certificates
5. 2015/2016 Membership Subscription
6. Any further general business items
7. Notice of AGM to be held July 22nd
8. 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.

7. General Business

- a) **Trawalla Dynamic Flight Park Lease** Secretary to send DFP the modified agreement with a cheque to take us up to end of June 2015.
- b) **Field Maintenance Toilet** – Finished all the sanding inside and ready to start painting. Murri re-mowed the new runway, generator is running well. Mid May for a working bee to erect shed after footings are put in. Max is working on a new pot belly stove which should be at Trawalla next Sunday. Need to do sign writing on roof – *model flying activity*. More top soil is needed on the runways.
- c) **Trawalla Safety Rules** Discussed in business arising
- d) **Food Handling Certificates** The club needs to have two members undertake the Food Handling course. J Dowsley + ? We are to follow up with the council to get a timetable for food courses.
- e) **Purchasing Policy** Finalized at the last committee meeting

- f) **240V Generator Purchase** Max Rowan has purchased a Chinese 7.5kVA which has been commissioned and seems adequate.
- g) **Asset Register** Nick K. is to pursue the club asset register in detail over the next few months following on from the document created that was used for the revised insurance policy.
- h) **Other Items**
 - i) **Club house heating** A replacement heater is being constructed.
 - ii) **Roofing Canteen Area** Members agreed that a laser light roof should be constructed. M Anstis will obtain material quotes.
 - iii) **Reassembly of Shed** The committee has chosen the site as next to the North container with a 3m gap.
 - iv) **Access Ramp to Toilet** M Anstis will obtain material quotes.

Agenda Items for next meeting As per April meeting Food Handling Certificates, DFP Lease Agreement, Purchasing Procedure, Updated Safety Rules, Establishment of a Foam Flying Area.

Meeting location The next meeting will be held at the **Main Hall, Eastwood Street Leisure Centre (unless either**

Field Air or Gekko are available), on 27th May 2015, commencing at 7:30PM.

Meeting Closed 9:12PM

Minutes were taken by Roger Carrigg standing in for the Secretary Jeff Dowsley while away.



Best Wishes Mike

Mike Faulkner one of our long time members although not actively Aeromodelling these days is in hospital recovering from a nasty gall bladder operation. He went into hospital on Tuesday 12th May suffering severe abdominal pains and is now recovering after two lengthy operations.



A file photo of Mike's B25 Mitchell bomber built from Zirilli plans that appeared in the May 2005 newsletter. Interestingly, Wayne Goodwin said recently he is starting work on a Zirilli B25 also around 100+ inch wing span, so it is probably the same model.

I'm sure Mike would appreciate a visit to help wile away the hours in the hospital ward. He is in the Ballarat Base Hospital Ward 3 South. Visiting hours are 11AM to 1PM and 2:30PM to 8PM.

Let's all wish Mike a speedy recovery.

Stop Press! Glenn and I (Roger) went to see Mike in hospital yesterday (Saturday 23rd). He seems to be on the mend and all being well expects to go home tomorrow (Monday).



VMAA/MAAA News

VMAA Trophy dates to be advised for later in the year

MAAA display at Sandown – tentatively set down for the 30th & 31st of January 2016.

The MAAA Council Conference was held in Brisbane on the 16th/17th May. It was decided to keep the MAAA component of the 2015/16 membership fees the same as last year.

Seniors full year \$60.00, \$30 half year after 1/1/2016.

Juniors full year \$30.00, \$15 half year after 1/1/2016.

Presumably the VMAA component will be announced shortly.



Field News

The Flying rules are now externally displayed at both sites for all to see. If you are unsure of what is expected of you when operating model aircraft at either site then please consult the rules. The latest rules V0.6 are also posted on the club web site: <http://brmfc.org.au/SafetyRules.aspx>

Mat Werner has set up the battery charging system for UHF & VHF handsets at Trawalla. The hand sets are stored in a cabinet mounted on the wall just inside the kitchen door.

Max has fabricated a new pot belly stove from an old hot water service. It's been located on concrete blocks in the "courtyard" formed by the kitchen and containers. When fired up it pushes out so much heat it is said to change the climate in Trawalla!!!

On Mother's Day morning Graeme and I braved the elements to shoot the levels where the garage (shed) is to be located, enabling the plans to be drawn up for the building permit application. Fortunately Mat & Cato were there to lend a hand. It was pretty wet that day and there had been a lot of rain over the preceding days. The ground was a bit soggy out in front of the buildings but the runways seemed to drain pretty well. At that time water was running out from the tank overflow and would've headed towards the wet area making it worse than it might otherwise be.

Trawalla Working Bee Saturday May 16th

The club held a major working bee at the Trawalla field on Saturday May 16th and completed the tasks that were identified as needed. The jobs were:

- Plant the row of trees as required by the council to make our presence less visible from the road. This required 17 pittosporum trees.
- Lay the tank overflow drainage poly pipe to take water away from our facilities. The new tank which will be behind the soon to be erected garage shed will also tie into the drain pipe. All up this required 100m of 90mm poly pipe.
- Filled and levelled out some of the bumps in the runways and pit area.
- Painted the outside of the toilet. The inside is also undergoing refurbishment and painting.
- Fitted a new set of double gates and laid an entry track off the road. This means we don't have to share the existing gate with Dynamic Flight and alleviates the need for daisy chained padlocks. Also means cars are not chewing up the apron in front of the Dynamic Flight shed.



Mat spraying the walls of the toilet.

After the lousy weather over the preceding couple of weeks we were bathed in glorious sunshine all day. I'm sure most of us were thinking, why aren't we flying instead of working? Fortunately the good conditions held out for Sunday as well even if the wind was a little stronger. Saturday there was hardly a breath of wind.



Graeme on his Kubota tractor spreading top soil on the runway low spots. Members also raking by hand to fill small holes. This time the top dressing was more selective and used bought soil rather than just spreading the fill that was available to us in the paddock like we did last time.



Wayne and Glenn working on laying the poly pipe in the trench. I hope those joints are water tight guys!!!



R to L. Peter Evans, Graham Waterhouse & Cato Werner tying the pittosporums to the fabricated wire sheep barriers. Yes there are sheep in the paddock but nothing like the numbers we had to contend with at Yendon.



The new entry track into the paddock. This means access is through our own gates with a single lock (no daisy chaining locks) and entry is on the high side of the paddock.



Murri Anstis fitted the two 2400mm gates in the fence that runs perpendicular to Church Road. Now it's the wet season, you don't miss the wet, muddy track that we had back at Spreadeagle Road and Spreadeagle Road got pretty muddy as well. Fortunately the 250m of Church Road which is unsealed has a high crown on it and stays reasonably firm.



With all the hard work, the hunger pangs made their presence felt by midday. As usual we had the customary BBQ sausages, but as a very welcome surprise, June Waterhouse made a big saucepan of vegetable soup and supplied some buttered rolls to go with it. Everyone enjoyed and appreciated it very much. Thankyou June.



Towards the end of the day after our hard work the field was looking pretty good.



New Models seen at field

Mat has a new mid-sized 3D Hobby Shop Yak to add to his stable. Model is powered by a DLE55 engine swinging a 23x8 inch carbon fibre propeller.



Mat's new 3D Hobby Shop Yak 55M – 91" wing span and powered by a DLE55. Photos taken on Sunday 17th May.



Goin's on at the field

On Sunday May 3rd Glenn had a bit of excitement with his Extra. The canopy/hatch section decided to jettison itself. On inspection after a normal landing it was found that the aluminium pin at the front came dislodged allowing the canopy to lift up and tear out the rear locating supports. The canopy was retrieved with no further damage caused on impact and Glenn has since repaired and flown the model several times. Modifications were put in place to prevent it happening again.



Front aluminium locating pin vibrated out allowing the canopy to lift up at the front tearing out the rear attachments.

John Coughlan was giving his drone a flight mid-afternoon on Sunday May 3rd. It is amazing how stable they can hover with the aid of gyros and GPS positioning. The image transmitted back to the phone App is also remarkable with the gimbal mounted camera.

We need to get some good aerial photos of the flying field to post on our web site.



Hovering at head height about 15 feet in front of phone camera.

Last Sunday (17th May) a familiar site appeared over the field just after midday. Yes, the Cessna Bird Dog VH-LQX was back again and obviously looking to land. The models that were in the air landed and the pilot did a couple of overshoots (we gave him sevens) to check out the strip and scare away any sheep although there weren't any on the strip at the time. On the third approach he brought it in for a landing and taxied up beside the Dynamic Flight shed.



Cessna Bird Dog VH-LQX coming in for a landing at Trawalla just after midday on Sunday 17th May.



The Bird Dog touches down on the same section of the outer paddock it used the first time we saw it arrive on the 26th October last year. I'm not sure if that section has been prepared as a runway or it has simply become one by occasional use.



The Bird Dog taxis up beside the Dynamic Flight shed where it gets tied down.

The pilot and his wife own a property further up Church Road and fly up from Melbourne occasionally. They have popped over for a chat on previous visits. Sometimes they slum it and just drive up.



Tips & Tricks

Slipping Propeller

As mentioned in the last newsletter, ever since I test flew my WACO YMF-5 powered by an OS155α four stroke I've had trouble with the 17x8 XOAR wood propeller slipping. It runs alright but makes this terrible intermittent cracking sound when above say half throttle. Everyone can hear it and would say what's that noise, what's wrong.

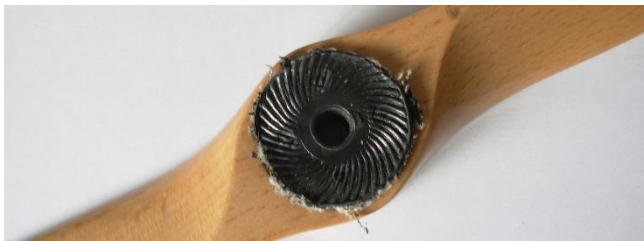
The engine's knurled prop driver just digs into the wood as it slips, loosening the prop as it continues.

On Sunday 3rd May I tried a hard reinforced rubber washer about 3mm thick and that worked for a little while, but

eventually started the cracking sound. I landed the WACO and then noticed a chunk out of one blade and for a while was mystified how that happened, until I noticed the lock nut was missing. It threw the locknut off and I know that it was done up tight. (How am I going to find that in a sheep paddock???) The main nut was still tight on the prop though.



Reinforced rubber washer to try and stop prop driver digging into wooden propeller hub.



The prop driver knurling sure dug into the rubber.



The locknut flung off and damaged the blade – actually cracked on the other side. The retaining nut washer has also left a deep imprint in the hub. If the washer was a little larger in diameter it would help.

The following fortnight I tried it with a Master Airscrew Zinger 18x8 wood and that seemed alright for a while but after about 5 minutes into the flight the cracking sound started again. The wood seems a bit harder than the XOAR prop and doesn't crush as much. I landed and taxied back then revved it up to check it out when the prop suddenly came loose and of course it stopped.

I then tried an APC 18x8 glass prop which I thought might be a bit large for the 155 which is why I hadn't used it to start with. But alas it seemed okay and it was still at the

same position after a 10 minute flight so that is encouraging.

Maybe the 155 has very high compression and fires well before TDC. If it has a heavy prop to take it over compression then all is okay but with a light wooden prop the firing impulse before TDC decelerates the prop causing it to slip and as it slips it gets looser until there is no flywheel effect. It must have been that effect that caused the locknut to unscrew damaging the blade.



The rubber washer was gradually disintegrating as it slipped.

I have used the same Master Airscrew 18x8 wooden prop on the OS200FS in my Super Stearman and that has never done this, although it is fitted with an aluminium spinner which might just provide enough flywheel effect.

The conclusion is: don't use wooden props on the OS155α four stroke.

One more thing with the OS155α four stroke, the rear muffler outlet section will not stay in position with the supplied locknut on the 3mm bolt that sandwiches the multiple sections of the muffler together. The engine is side mounted and the muffler exits angled backwards, but vertical when looking head on. The vibration must be exerting a turning force on the outlet nozzle. If the engine was upright or inverted with the same muffler orientation it might not come loose.

I have added a plain locknut first, then the supplied locknut and done the two up tight to overcome the problem.



Events

Mat Werner attended an IMAC event run by the [Australian Scale Aerobatics Association](#) at the Cootamundra State Field over the weekend of May 2nd/3rd. The **Autumn IMAC at Coota** had a total of 13 entries spread out across the four classes.

I'm not sure exactly how Mat went, but I think he placed in his class.



Coming Events

June 6th/7th VFSAA VicScale Trophy – Shepparton

The VFSAA (Victorian Flying Scale Aircraft Association) is holding the annual VFSAA Trophy event at Shepparton over the Queen's birthday weekend.

This is always a great event attracting a good rollup of VFSAA members. Shepparton's one of the best fields around and is usually blessed with good flying conditions.

Glenn and I are booked into the Belltower Motor Inn, 587 Wyndham Street Shepparton. Phone 03 5821 8755. We have a booking for Friday 5th & Saturday 6th.

Canberra F1 Air Race

17-18 October 2015 NAAS Club Field, Canberra
Round 2 of the RCM News F1 Air Race Championship

We have all had a great time racing at the events in Victoria and South Australia, so now it is time to bring the thrill and excitement of Large Scale Air Racing to New South Wales / ACT.



Classes:

Formula 1
Formula 2
Goodyear
Red Bull
AT6 Texan
Reno
Golden Era

(All subject to sufficient entries)

For more information on the club and the great flying field that they have please visit their web site at <http://www.naas.org.au/>

Information: F1 Air Race Championship

<http://rcmnewssig.wix.com/rcm-news-f1-air-race>

Australian Large Scale Pylon Racing

<https://www.facebook.com/groups/LSRCA/>

Contact: Jeremy Randle airracecanberra@gmail.com
0418 390 446



Event Calendar

May 1st – 3rd TCMAC Annual Scale Rally – Albury.
May 9th (Sat) VFSAA Sport Scale – Bacchus Marsh
May 10th *Mother's Day*
May 16th/17th Lake Leake Float Fly – Mt Gambier.
May 17th Bairnsdale Mid May Muster – BADMAC.
May 24th VFSAA Sport Scale – P&DARCS Pakenham.
June 6th/7th VFSAA VicScale Trophy – Shepparton
August 22nd/23rd VMAA State Scale Champs – Albury
August 22nd/23rd Large Scale Racing – Bendigo
September 6th *Father's Day*
Sept 11th/12th Mammoth Scale Fly-In – Shepparton
10-11th October VMAA Trophy – Darraweit Guim.
17-18th October Round 2 of the RCM News F1 Air Race Championship NAAS Club Field, Canberra.

Oct 31st/Nov 1st Mosskosh Annual Fun Fly – Ararat

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.

Good story with a great message.

How cute is this little hedgehog??

Have you ever seen a baby Hedgehog?



Fable of the Hedgehog

It was the coldest winter ever. Many animals died because of the cold.

The Hedgehogs, realizing the situation, decided to group together to keep warm. This way they covered and protected themselves; but the quills of each one wounded their closest companions.

After a while, they decided to distance themselves one from the other and they began to die, alone and frozen. So they had to make a choice: either accept the quills of their companions or disappear from the Earth.

Wisely, they decided to go back to being together. They learned to live with the little wounds caused by the close relationship with their companions in order to receive the heat that came from the others. This way they were able to survive.

The best relationship is not the one that brings together perfect people, but when each individual learns to live with the imperfections of others and can admire the other person's good qualities.

The moral of the story is:

Just learn to live with the Pricks in your life!

Getting Even

One December day we found an old straggly cat at our door. She was a sorry sight. Starving, dirty, smelled

terrible, skinny, and hair all matted down. We felt sorry for her so we put her in a carrier and took her to the vet. We didn't know what to call her so we named her 'Pussycat'. The vet decided to keep her for a day or so. He said he would let us know when we could come and get her.

My husband (always the complainer) said, "OK, but don't forget to wash her, she stinks." He reminded the vet that it was his WIFE (me) that wanted the dirty cat, not him. My husband and my Vet don't see eye to eye. The vet calls my husband 'El-Cheap-O', and my husband calls the vet 'El-Charge-O'. They love to hate each other and constantly 'snipe' at one another, with my husband getting in the last word on this particular occasion.

The next day my husband had an appointment with his doctor, who is located in the same building, next door to the vet. The GP's waiting room and office was full of people waiting to see the doctor. A side door opened and the vet leaned in – he had obviously seen my husband arrive.

He looked straight at my husband and in a loud voice said, "Your wife's pussy doesn't stink any more. We washed and shaved it, and now she smells like a rose! Oh, and, by the way, she's pregnant! God only knows who the father is!" Then he closed the door. The silence was deafening.

Now THAT, my friends, is what I call getting even!

VOTED BEST JOKE IN IRELAND

John O'Reilly hoisted his beer and said, "Here's to spending the rest of me Life, between the legs of me wife!"

That won him the top prize at the pub for the best toast of the night!

He went home and told his wife, Mary, "I won the prize for the Best toast of the night."

She said, "Aye, did ye now. And what was your toast?"

John said, "Here's to spending the rest of me life, sitting in church beside me wife."

"Oh, that is very nice indeed, John!" Mary said.

The next day, Mary ran into one of John's drinking buddies on the street Corner. The man chuckled leeringly and said, "John won the prize the other night at the pub with a toast about you, Mary."

She said, "Aye, he told me, and I was a bit surprised myself. You know, he's only been in there twice in the last four years. "Once I had to pull him by the ears to make him come, and the other time he fell asleep".

