



Ballarat Radio Model Flying Club Inc.

Web site: www.brmfc.org.au

Inc. No. A0001288M

NEWSLETTER – December, 2013



Committee 2013/2014

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Note the meeting location.

The next meeting of BRMFC is to be held out at the flying field on Wednesday January 22nd 2014 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.

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. 2014 Display Day
4. Xmas Function (Post Mortem)
5. Any Further General Business Items
6. Agenda for next Meeting
7. Location of next meeting

Merry Christmas

Greetings to you all this Christmas Season!

I would like to take this opportunity to thank everyone for another year of enjoyable, safe flying and great fellowship.

Sunday mornings continue to be a good time of talking and flying and drinking coffee helped marvellously by Doug's regular delivery of Cath's excellent cookies☺.

A warm welcome to the new members amongst us. Now (speaking for myself) I do hope you can cope with us old codgers and can get yourselves plenty of good advice and training for years of rewarding model flying, and I encourage existing members to make yourselves available to the new guys.

As usual, the field is looking great, thanks to the unsung efforts of our mowing crew – thanks heaps again guys and Merry Christmas – a new mower to play with!!

As seems to have been the case over the last few years, the weather has been an issue for us at times this year, but I trust it makes us all better, braver pilots.

I look forward to another great year in 2014 and wish you all a very Happy and Safe Christmas and New Year, with many hours of enjoyable, incident free aero modelling,

Peter Evans (President)

As another year comes to a close Glenn and I would also like to thank all those members who have helped to make this a successful year out at the flying field. The grass magically seems to be mown when we go out at a weekend so many thanks to the mowing team which I believe is primarily Kevin, Doug, Richard & Mat.

We would like to take this opportunity to wish all members and their families a very merry Christmas and a happy and fulfilling New Year.

Maybe Santa will bring that new model (the flying kind) you've been dreaming about.



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

Nil report.

II) Hamilton Event

Several members attended and flew. Wayne Goodwin achieved a best for his ARF bi-plane.

The swap meet has grown into a large affair.

7. General Business

I) Wind Farm

No change to the W-Wind web site. N Katsikaros will contact W-Wind and investigate the offer for assistance in moving from the currently leased site.

II) Field Maintenance.

(1) K Giddens noted that the addition of some extra tyres to form a barrier at the end of the pit area to provide some additional protection from accidental excursions. M Rowan will take action.

(2) K Giddens also noted that the fire extinguishers are very old and not officially serviced.

It was agreed that two new knapsack extinguishers should be purchased.

M Rowan will determine pricing and advise the Committee of Management

III) 2014 Display Day

The Display Day plan will be activated and distributed to the Committee

IV) Xmas Function

Secretary will call for attendance in the next week. G White will organize a raffle, with the

Club donating \$100.00 towards the prizes.

V) Other Business

a) J MacLennan moved a vote of thanks to J Coughlan for donating a comprehensive First Aid Kit to the Club.

Passed by acclaim.

It was agreed that the Secretary to create a list of members with First Aid Certificates.

It was agreed to create the position of First Aid Co-ordinator. A call for nominations and appointment shall be made at the next meeting. The Co-ordinator is to manage the Kit contents and maintain a list of members with First Aid qualifications.

b) VMAA Trophy

N Katsikaros advised that the 2014 event at the State Field occurs at the same time as the VPA Model Engines Trophy. This is a Club competition with novelty events, and is a good fun day.

Secretary to prepare a notice for the Display Board.

VI) Call special General Meeting

Call for election of Committee of Management (2 general members).

Meeting location

The next meeting will again be held at *the Yendon Flying Field, 22nd January 2014.*

Meeting Closed 8:57PM



VMAA News

Items below have been extracted from the December 12th meeting of the VMAA Executive.

- The [MOP019](#) Display Procedure now requires a Risk Assessment ([MOP022](#)) to be submitted with ALL Display Applications. The five or so display applications submitted recently to the VMAA are subject to a Risk Assessment being supplied.
- [MOP058](#) 2.4 GHz Equipment – The list of approved radios is no longer included, the onus of radio equipment is up to the owner/operator.
- MAAA 2014 Council conference is to be held on Sat 17th – Sun 18th May 2014 at Darwin Central Hotel.
- The new MAAA online Membership database is now operational. Federal and State Registrars have access and the State Registrars are in the process of providing club registrars access to manage their membership.
- VMAA Newsletter is due out in December (arrived on Sunday 22nd).
- Club Display Sponsorship Funds – a previous meeting of the VMAA Executive discussed the option of adding to the budget the sum of \$2,000 to "Sponsor" clubs that put on displays. It was decided to sponsor 10 Clubs with \$200, these were: TCMAC, Hamilton, Camperdown, NFG, Melton, Warracknabeal, Bairnsdale, Wagga, Echuca and Warrnambool.



Scale World Champs

Noel has been working feverishly on his second Fox Moth for several months now. He hopes the "Mark 2" version will score higher in static than the first one which competed in Spain last year.



Noel's Fox Moth "Mark 2" at the field on Sunday 8th December for heavy model inspection prior to covering.



To build the same model again takes a lot of dedication and Noel must be congratulated for that.

This time Noel has worked off copies of the original drawings and drawn up the airframe in AutoCAD dimensionally correct to achieve a more accurate outline and detail. According to Noel's records he received the full size plans late November 2012 and started construction March/April 2013. The other hurdle was mastering enough of AutoCAD 2011 so he could draw up the construction plans. Using the full size plans and AutoCAD instead of three views and manual drafting means the Fox Moth "Mark 2" is much more accurate.

The new model will be powered by an OS 155 Alpha whereas the old model is fitted with an OS 120 FS. Assuming the weight comes out much the same (although I think Noel is hoping it will be lighter) better flight performance should be achieved which will be particularly handy in blustery conditions.

Noel brought the model out to the field on Sunday 8th December primarily for the Heavy Model inspection prior to applying the covering. It also gave several members an opportunity to cast an envious eye over Noel's meticulous building.



New Models seen at field



Mat with his latest on Sunday 15th December – an SU29.

Mat has another aerobatic job to add to his collection. This one is an SU29 with 2.6m wing span and powered by a 106cc 3W twin cylinder petrol engine.



John Coughlan has a new Sbach powered by an OS55AX. Mat test flew it for him on Sunday 15th December. It looked like the model flew quite well but Mat said it was rather twitchy at high speed mainly in the pitching plane suggesting that the CofG might be a little too far aft and/or the control throws are excessive. John said he is going to put the Sback on hold and spend a bit more time on the Scanner first.



Club Web Site

I updated a number of links a couple of weeks ago on the [links](#) page that were dead as a result of changes to the web sites that they pointed to. Also added a link to the Ararat club web site under the Clubs section.

(A web site might gain a higher ranking by search engines if the links all work.)



Tips & Tricks

Drilling bolt holes in props

When drilling the bolt holes in propellers it is advisable to drill from the prop driver side to minimize the chance of misalignment. This also assumes a drill guide and drill press is being used. We had a case at the field last Sunday (15th December) where a carbon fibre prop had been drilled out using a drill press and a DLE55 drill guide. The holes were quite a bit out on the prop driver side after being drilled from the spinner side preventing fitment. This may be explained by the prop faces not being in parallel planes given that they come out of a mould and possibly some shrinkage occurs. Most likely not such an issue with wooden props because they are machined and one would expect the faces to be parallel.

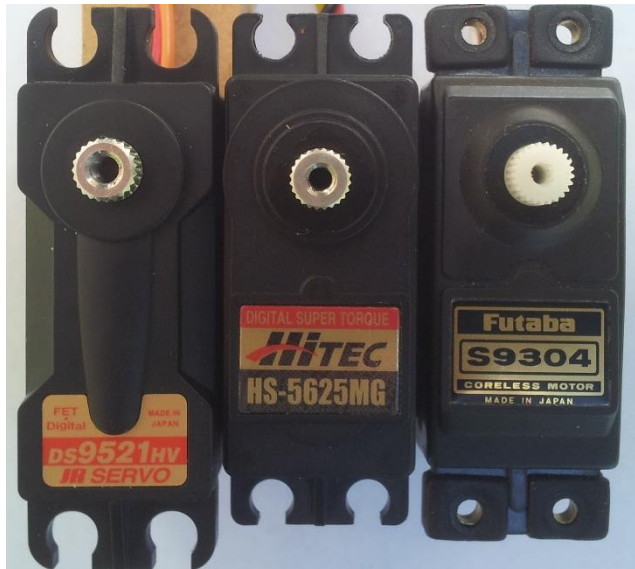
Servo arms – matching the splines

We had another incident at the field on Sunday 15th December where an Extra 300 experienced an apparent loss of control or unexplained instability culminating in a crash landing that ripped the engine and undercarriage out. On inspection and range test it was

noticed that the rudder was hard over to the left. I moved the output arm and it jumped the spline on the Hitec 645MG servo output shaft but with some resistance and notching into the next spline. After rotating the arm back and forth a few times all the tooth engagement soon disappeared. Obviously the spline in the arm did not match the Hitec servo output shaft.

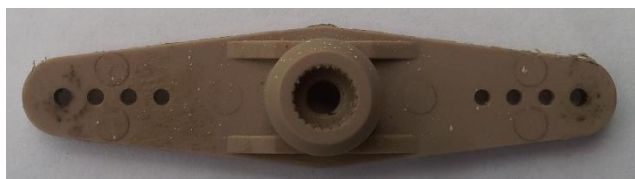
This was Glenn’s third flight for the day and the Extra took off normally and flew a few circuits. All was fine until he commenced a loop and once inverted at the top it started to go haywire from then on. If it was the rudder servo arm slipping on the spline that caused the problem, perhaps while at the top of the loop as the model slowed a crosswind gust put more load on the rudder than the mismatching splines could withstand.

Once the rudder was offset it would have been difficult to control particularly not knowing what the problem was. The radio range checked okay and was flying normally until the top of the loop. The problem was either the servo arm or some unexplained fault in the radio.



Comparison of JR, Hitec & Futaba servo output shafts.

I photographed a JR, Hitec & Futaba servo to count the number of teeth in each output shaft spline. The JR has 23, the Hitec 24 while the Futaba has 25. The diameter of the JR & Futaba is 5.95mm, the Hitec is 5.70mm and as the photo shows is visibly smaller. What this means is Futaba & JR servo arms can be fitted to Hitec servos and the mismatch and lack of tooth engagement might not be noticed. It probably would be evident with aluminium arms and many of these are marked FUT, HTC or JR.



Although there are no markings on the rudder servo arm from the Extra to determine its origins, counting the number of teeth identifies it as a JR type (23 teeth). It still

fits snugly on the metal output shaft on the JR servo above even though the tips of the teeth are burred.

The rule is to take extra precautions when setting up Hitec servos if you have an assortment of other brand servo arms on hand. Store your spare servo arms in separate clearly marked containers for each make to eliminate the chance of a mix up and a possible disaster.



This is the arm supplied with the Hitec 645MG and is for all intents and purposes dimensionally identical to the JR arm above. Once again no marking that identifies it as Hitec to the user. It has 24 teeth in the spline.

Furthermore there’s a number of other brands of servos on the market. Some of these may adopt the spline pattern for one of the major brands mentioned here or they may have their own design.



Events

Annual Fly-In and Swap Meet – Hamilton

Several BRMFC members made the annual trip down to Hamilton over the weekend of 23rd/24th November. It was wet all day Saturday but we still managed some flying. Fortunately the rain held off on the Sunday making it a much more enjoyable day with plenty of flying had by all.

From a nostalgic viewpoint, we have been going down to the Hamilton Fun Fly & Swap Meet since November 1998 and have not missed a year to this day. A check through my flight log book confirmed this fact with the exception of 2001, there were no entries for Hamilton. A quick check of the newsletters and meeting minutes over the corresponding month recorded the event as being washed out both days. I do remember that occurring, it was wet and blowing all day Saturday and continued the same on Sunday prompting the event to be wound up around midday and everyone going home early. Out of the 16 years going down there that’s the only time we didn’t fly. Murri Anstis often points out that BRMFC members have been going down to Hamilton long before then. Ahh the digital age – everything we do today is recorded for posterity.

As alluded to before, the event at Hamilton was well supported by BRMFC members. In fact we had quite a strong contingent namely Murri Anstis, Wayne & Karen Goodwin, Graeme & Dianne Allen, Graham & June Waterhouse, Peter Evans (Sat. Only) Max Rowan, Glenn White and Roger Carrigg (yours truly). Many of us arrived late Friday afternoon and settled into the Lake Hamilton Motel for an enjoyable weekend away.

Saturday morning arrived and the weather did not look encouraging at all – we thought “no hurry to get out to the field”. It had that settled in for rain all day feel about it which turned out to be correct. Glenn, Max and I called into the local Maccas for breakfast where we met up with Peter Evans who had just arrived in town. Before that we were waiting outside Aldi for it to open – Max was after some shade blinds which were on special. So after getting three of those we had to put them on the roof rack of Glenn’s iLoad, take back to the motel then down to Maccas. Hamilton is not very big so the distances weren’t great.

Once out at the field which was getting pretty soggy with all the rain we noticed most were huddled in the ‘swap tent’ surveying all the bargains (it’s a shed actually). Even though it was wet there were a lot of people there with all the usual suspects. We always have a bit of friendly banter with Dave Barling from the Bellarine Club over items for sale.



Murri had the Sparrow Hawk in the pits early Saturday morning under covers waiting for a break in the weather.

After an hour or so of chit-chat many were eager to get a model in the air in-between the showers. From memory Murri was the first of our group to fly. He managed to put the Sparrow Hawk up when the rain eased off but it started again soon after take-off. Murri flew for probably 10 minutes before bringing the Sparrow Hawk in for a smooth landing. That inspired a few more of our members to assemble their models and have a fly. I had three flights with my old CAP231 during the breaks. Glenn also had a couple with his Extra and Peter Evans coming down for the day only had to make the most of it and had several flights with his old faithful Tucano.

We hung around the field until a bit after 4PM then made our way back into Hamilton for a few convivial drinks before walking into town for tea. There was another group of modellers who had booked in to a venue (can’t remember its name) but we were unable to get a booking for the 10 of us so as per usual we made our way the Grand Central Hotel.

Sunday morning arrived and whilst it was still overcast the weather looked much brighter and the likelihood of rain was slim. After breakfast again at Maccas (twice in as many days) it was out to the field once again. We all pitched in to erect Graeme and Murri’s shade tents and then went about assembling our models. As can be seen

by the photos we had quite an array of models between us and significantly contributed to the size of the event.



Ken would’ve done a striptease if we’d asked but we didn’t!!! Ken was at Hamilton covering the event for Radio Control Model News (RCMN) magazine and got us to put our models together for a photo.



A line up of models belonging to BRMFC members.

Now that the weather was much more conducive to flying there were models in the air all the time. Most of our members managed several flights for the day. It was a southerly moderate breeze for most of the day so we were flying off the western side north/south runway taking off towards the road.



A1 (aka Graeme Allen) is taxiing his new Piper Cub (looks like the clipped wing type) out for one of many flights on Sunday. Model is powered by an OS200FS.



Graeme's Piper Cub on a low pass over the field.

The number of pilots attending the meet appeared much the same as last year, I don't know what the official entry numbers were. No doubt the forecast wet weather kept a few away. However you certainly see many familiar faces when you get around these modelling events such as Hamilton.



This is a model you don't see very often – well it would be the first example of a Fairy Gannet that I've ever seen. Model from Adelaide had not flown yet and did not fly although an attempt was made. It's powered by a Zenoah 62cc which doesn't seem adequate for a model that size and I think the attempt bore that out. Won Pilots choice.



Unfortunately not much happened when the throttle was opened.

Flying continued on until the presentations were held around 3PM. The Hamilton club hands out numerous trophies covering a wide range of categories and too many for me to jot down at the time. However the Fairy Gannet won Pilot's Choice, the red Mystery Ship President's choice while our Wayne Goodwin got Best Biplane with his PT17 Stearman. Geoff Watson from Warrnambool was ecstatic when he won the ASP91FS motor which you optionally bought tickets in during pilot registration. This is the same motor I won at Hamilton

back in 2010 and is in my Shoestring replacing the Magnum 80FS. The ASP91FS has clocked up 109 flights and never missed a beat.



Model of 1934 Travel Air Mystery Ship, powered by 100cc petrol engine. Won President's Choice and also from Adelaide.



Murri Anstis taxiing out for another sortie with the Sparrow hawk assisted by Graham Waterhouse.



Wayne's PT17 Stearman on an overhead pass during one of many flights on the Sunday. Won Best Biplane.



Mike Savill from SA is at the controls of this biplane and about to take off – don't have any model details.



Max is about to hand launch Glenn's little BAe Hawk. It's always a bit "arms & legs" until it gathers sufficient airspeed but from then on the Hawk flies quite well and fast. Only has an Enya 15 2 stroke up front.



This might be the last photo ever taken of this model (B25 Mitchell) in one piece. I just managed to snap it as it lifted off before climbing fairly steeply, rolling over and going in vertically from about 40 feet. This happened just before the presentations and totally unexpected, I thought to myself could it be reversed ailerons and apparently it was the wrong model selected in the transmitter, so effectively reversed ailerons.

Once again we must thank the Hamilton club for hosting this annual event – it gives modellers a chance to catch up with old friends and you get an opportunity to see a variety of different models. You may also get to sell that unwanted treasure and/or pick up a bargain.

Club Christmas break-up dinner

Sunday 15th. December by Glenn White.

We had a change of venue this year and went to the Brewery Tap Pub/Motel up on Woodman's Hill. I didn't do a head count but think there were about 25 of us.



We had a great night and Nola (Murri's sister) the landlord made us more than welcome. I didn't hear any complaints about the food only that there was no turkey on the menu; this was our fault as when we booked we requested the normal menu. Maybe next year we should go for a Christmas type menu seeing as it is Christmas.



Wayne and his wife Karen were the lucky winners of the door prize – a Christmas hamper presented by the club and put together by Judy Rowan.

Judy Rowan put together a lovely Hamper on the clubs behalf and this was used as a door prize and the lucky winner was Wayne.

We were to have Peter Evans singing but they had a gig somewhere else already booked so maybe next year.

I had one or two red wines too many and probably made a fool of myself on the Pianola, the music rolls were a bit dated even older than me.



Glenn was affectionately known as Liberace on the night. We couldn't get him off the Pianola.

Having the dinner on a Sunday meant that it didn't clash with the office party or works break-ups the only drawback was having to get up for work on Monday morning. We didn't party on too late so it wasn't a problem.



Coming Events

Annual Display – March 30th 2014

Our event is now on the Ballarat Council web site.

With a bit of luck it might make it into the next edition of *myBallarat* magazine published by the council and presumably delivered to all rateable properties. It states on the page above the calendar that a selection of events are printed.

<http://www.ballarat.vic.gov.au/lae/events/calendar-view.aspx?Act=Goto&Month=3&Year=2014#>

It is also on Southern Cross web Site – you need to set the month/year/location.

<http://www.mycommunityconnect.com.au/?rt=calendar>

Hopefully it might make it on TV under the community event advertising as the date gets closer.

Bunnings Sausage Sizzle



Shortly after the last extremely successful event

held on Saturday August 31st I submitted an application to hold another event. A confirmation letter from Bunnings was received on 29th November saying that we were in the draw to be conducted in April 2014 for the period **July – December 2014**. On that basis we will get a random Sat/Sun anytime in that period.

The letter also invites community groups to run events on Fridays with the option of nominating your own dates. This could be a possibility for our retired members. The letter also goes on to say that groups are more than welcome to apply for a Friday even if they have an allocated weekend date or are on the list to be allocated a weekend date.



Event Calendar

Dec 15th (Sun) BRMFC Xmas Party

Dec 28th – Jan 6th MAAA 67th Model Aircraft Championships – Albury/Wangaratta

Feb 2nd 2014 VFSAA Scale competition – State Field

Feb 15th (Sat) VFSAA Training day – State Field

Feb 22nd (Sat) VFSAA Scale comp – GMAA, Dog Rocks

Feb 28th-Mar 2nd Fun Fly weekend – Warrnambool

March 8th (Sat) VFSAA Scale competition – Yendon.

March 30th 2014 BRMFC Annual Open Day – Yendon

April 12th/13th F3A Pattern Aerobatics Ballarat – Yendon (Model Engines Trophy)

May 3rd (Sat) VFSAA State Champs – BRCAC, Bendigo

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 haircut.

A teenage boy had just passed his driving test and inquired of his father as to when they could discuss his use of the car.

His father said he'd make a deal with his son: 'You bring your grades up from a C to a B average, study your Bible, and get your hair cut. Then we'll talk about the car.'

The boy thought about that for a moment, decided he'd settle for the offer, and they agreed on it.

After about six weeks his father said, 'Son, you've brought your grades up and I've observed that you have been studying your Bible, but I'm disappointed you haven't had your hair cut.

The boy said, 'You know, Dad, I've been thinking about that, and I've noticed in my studies of the Bible that Samson had long hair, John the Baptist had long hair, Moses had long hair, and there's even strong evidence that Jesus had long hair.'

You're going to love the Dad's reply:

'Did you also notice that they all walked everywhere they went?'

Home for Christmas

One Christmas the family came home to celebrate. All four kids in the family were successful and had become wealthy doctors and lawyers. Over the break they were eating out and talking about what great gifts they had given their old mother, living in a faraway city, for Christmas.

The first brother says: "I have built a big new house for mum."

The second brother says: "I spent one hundred thousand dollars to have a cinema built in her new house."

The third says: "I ordered my regular Mercedes dealer to deliver a luxurious convertible to her"

The fourth brother says: "Well, Mom loves to read the Bible and you know how bad her eyesight has become. I recently came across a priest, who told me about a parrot that can recite the entire Bible. It took twenty priests well over 12 years to teach him all that but nowadays that parrot's so good that you only need to say the chapter and the verse and he recites it. I had to promise to give one hundred thousand dollars to the Church every year for the next twenty years, but well, mum is worth every penny.

Christmas is over and mum sends her boys a thank you note: On the first she writes "John, the house that you have built for me, is so big that I use just one room, although I have to clean the whole house. Nevertheless, many thanks!"

The second was told: "Charley, that cinema has got Dolby surround and 50 people fit in easily. Wonderful! But all my friends and acquaintances are dead, I'm deaf and almost blind, so I never get there. But thanks for the good idea! "

On the third: "Pete, I'm too old to go on a trip and my groceries are delivered at home so the Mercedes is rusting outside. But it was a nice idea. Many thanks!"

And the fourth: "My dear Hank, you're the only son that gives enough about me to think of something that I really enjoy! The chicken was delicious! Thank you very much!"



Wisdom of a Retiree

I've often been asked, 'What do you old folks do now that you're retired? Well, I'm fortunate to have a chemical engineering background, and one of the things I enjoy most is turning beer, wine, Scotch and margaritas into urine...



A couple more pics from Hamilton



Wayne & Karen packing up the PT17 Stearman. Pity about the Tx aerial through the photo. Someone needs 2.4GHz!!!



I remember the Stiletto flying – probably the fastest model at the meet.

