



NEWSLETTER – September, 2012

Committee 2012/2013

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

Contacting BRMFC: Secretary: Jeff Dowsley.

Ph: (03) 5341 3589, Mob: 0427 565 791, Email: secretary@brmfc.org.au

Newsletter Editor: Roger Carrigg.

Ph: (03) 5334 2189, Mob: 0437 842 277, Email: editor@brmfc.org.au

Note the meeting location.

The next meeting of BRMFC is to be held at **Findlay Engineering** on Wednesday September 26th, 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.

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. Annual Display Planning
5. Bunnings Sausage Sizzle
6. Xmas breakup

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 Sub-Committee

Max R. spoke to G Fiskin, who advised that works will probably commence next April. Max noted that the site at Trawalla (Dynamic Flights) is still an option.

II) Flying Events

i) IMAC competition was held at Ararat, with large scale aircraft. Mat Werner reports an excellent weekend was enjoyed by all. Mat also scored a 2nd place in the Sportsman class.

ii) Mat also went to a fun fly at Robinvale, another good weekend. Some excitement with a jet engine powered aircraft flown somewhat erratically by the pilot. Mat lost a 46 powered Extra, after doing one snap roll too many, with one wing breaking off.

7. General Business

I) Wind Farm

A draft letter to West Wind requesting the timetable for the construction phase was tabled by the Secretary for discussion.

It was agreed that the letter with minor modifications should be sent.

II) Field Maintenance

i) Keven Giddens and Doug Wallis have been keeping the Field well mown.

ii) Matt reported that he has replaced the broken bolt on the Pit Gate.

iii) Matt noted that some more nitro methane should be ordered.

III) Club History Compilation for Web Site

Nil Report.

IV) Past Presidents honour board

Delayed due to workload.

V) Meeting location

The next meeting will again be held at Findlay Engineering, Neerim Crescent Wendouree.



VMAA News

- **Bairnsdale State Field Proposal** – Bairnsdale club is still looking for alternative sites that are not subject to a height restriction lower than 2000 feet.
- **Echuca Club field purchase** – (This item has been extracted as is from the September VMAA meeting minutes because it is of interest to us given that we

are also looking for a field.) Club has talked to the Local Council, land is zoned Rural Conservation, which means no recreational activities. Club has been there for some 20 years. If Club can show they have been there for 15 years, they can apply for an Existing right Clause". Club does have a letter from the Council 1996, giving them approval to fly on the land. Club has applied to the Council for a permit. Will wait to get this approval before having any further discussion with the land owner. The Club would like to have a face to face with the VMAA to discuss this matter. Rates on land \$250/year Water Rights \$120/year. Current lessee crops and cuts hay, and gives back 1/3 of hay to land owner for payment of land. This will need to be discussed if we purchase the land.

- **MAAA MoPs (Manual of Procedures)** – The following have been updated recently MoP011 (Allocation of MAAA funds and MoP066 (First Person View). These can be found at www.maaa.asn.au



New Models seen at field

We've seen a few new models at the field this month. On 2nd September Mat debuted a new Tiger 60 powered by an NGH 17cc petrol motor. Model obviously flew quite well and the unusual engine pulled it along with ease. Mat had several flights but then on the last flight the engine started to make some weird sounds and lacked its former power. Given that it was a new motor Mat thought it would be prudent to put it away and find out what's gone wrong.



Mat with his Tiger 60 sport model powered by an NGH 17cc petrol motor on Sunday 2nd September.



The thing that strikes me as amusing on these small petrol motors is the Walbro carburetor is so big compared to the overall size of the engine which surely must compromise the power to weight ratio.

The following Sunday we saw what had happened.

The conrod had elongated and distorted at the big end, and began to scrape on the crankcase which would explain the noise and also the black oil. No doubt Mat will get it sorted out in due course. Mat also pointed out that most petrol motors have a needle roller bearing on the big end but this one has a plain bronze bearing like we see in glow motors which does not suit the low oil content in the fuel.



A couple of extra shots of Mat's Tiger 60. The landscape in the background makes for an interesting photo. The trees are a long way back. With all the rain the field is nice and green at the moment.

Len's built another of his LA Specials. This one is the 5th variant of the species and is named the Outsider.



Len with his new "Outsider" powered by a modified OS 48 FS. I'm not sure if the name Outsider has a deeper meaning, however I'll leave that one with Len!!!

This one has a wing span of 84", a dry weight of 2.6kg, is powered by an OS 48 FS modified to suit a 14x6 propeller. It was test flown on Saturday 1st September. (That was no doubt a perfect flying day!!!). These photos were taken on Sunday 9th September, a day that also blessed us with excellent conditions.



A majestic low pass across the field for the camera!!! The OS48FS powers the Outsider admirably as we all saw on the day. Shows you don't really need big engines if you build light.

Len builds his models using the traditional methods of balsa, tissue and dope and as such they come out very light and perform well with a smallish engine.

I saw several flights throughout the day with long wide circuits only a few feet off the deck, numerous touch & goes and a display of its extreme manoeuvrability.



Len bringing the Outsider in for one of many touch & goes. You can just see the water lying on the end of the runway matting from all the rain we've had recently.

Wayne's been building a Top Flite DC3 this year and it is now getting near the pointy end where a test flight is not all that far off.



Wayne Goodwin with the DC3 he has built from the Top Flite Gold Edition kit. Model has a wingspan of 82.5", is powered by two Magnum 52 four strokes and is fitted with Robart retracts especially designed for the DC3.

On Sunday 16th September Wayne brought the DC3 out to the field for engine test runs. Before we get to that I must say that Wayne has done an excellent job building the kit. The almost finished model includes a fair amount of scale detail and a great paint job. It is powered by two Magnum 52 FS swinging 3 bladed props (which at the moment are too big for the 52's and the scale of the model). The model also has Robart retracts for scale realism.



The 11x7 props look too big for the scale of the model. Wayne now has 10" props to try out.

While running up the motors it became apparent that there may be fuel supply problems given that the tanks are located in the wing centre section. The props fitted are too big (11x7 3 blade) and when a glow motor is overloaded it tends to make the tuning that much more sensitive. We noticed lifting the nose caused one motor to stop. After retuning and hold the wing tip low the tank being in the centre section caused the motor to sag as it became richer. Wayne is faced with the prospect of small header tanks in the nacelles, fuel pumps, motors with pumps (but small 4 strokes don't seem to be fitted with pumps) or maybe convert to electric if reliability cannot be achieved. The model is too good to risk with an unreliable engine setup. Magnum/ASP four strokes are great, I've got three and they have never missed a beat. It

is not the engines but the fuel setup caused by the nature of the model construction. Unfortunately there is very little room in the nacelles with the wheels retracting inside.



The DC3 looks quite smart in the silver livery. Once the engine nacelle cowls are fitted it will really look the part.

Hardly a week goes by that Mat doesn't have a new model!!! This time it's an electric powered pattern ship called an Axiome EP. This is a very sophisticated model and is designed to perform the pattern aerobatics schedule. Mat had the model which belonged to Rob Clarke (I didn't get time to Photoshop his name off it Mat!!!) at the field on Sunday 16th September to put it through its paces. Actually I've seen this one or one like it at the field when the VPA hold the Model Engines Trophy early in the year. The obvious feature is the small wing attached on the top of the fuselage directly behind the cockpit.



I think Mat just wanted a biplane like Noel!!! The Axiome EP has awesome performance with the powerful electric motor and surprisingly long flight duration.



The Axiome taking off so Mat can practice the F3A pattern manoeuvres. There must be a comp coming up soon somewhere!!!



New Member

Myles Cooper joined the club on September 9th after coming out to the field on several occasions with his Mother to have his electric models flown. I'm sure it won't take long for Myles to learn to fly on his own.

It's nice to see a junior join our ranks and let's hope it might be the start of a new trend. Maybe Myles has mates at school, to whom he can impart some interest.

Myles had an unfortunate incident last week with a new model that finally had a happy ending. See the article about the fly-away further on under *Goin's on at the field*.

Anyway, on behalf of the club I would like welcome Myles and his family into the club and wish him every success with his aeromodelling endeavours.



Crash Report

A little tale of pain and redemption

By Nick Katsikaros

I took the little Rifle for a little flight on Sunday 2nd September. It was a little 30km/h northerly; a little gusty. I launched it full throttle but a little crosswind; a little from the right. There was a little torque roll to the left, the wind got a little under the right wing, which led to a little knife edge, closely followed by a little cartwheel, and a little expletive.



After a little inspection the damage was: split fin, torn fuse on the right at the leading edge, three cracks on the left side of the fuse, shattered bulkhead at the wing leading edge, split seam in the fuse nose, wing torn through and cracked around the trailing edge hold down bolt hole (the "sacrificial" nylon bolt held tight as any metal bolt), broken aileron servo arm, and a broken prop.

I took all the electrics out at the field and took the bits back home for closer attention and a little TLC. All the splits and cracks were fixed with a little medium CA (thin enough to wick but slow enough for a little repositioning). I replaced the front bulkhead with a little carbon tow and CA, then a little more carbon tow and a little more CA. Then I rebuilt the wing saddle with some epoxy and milled fibreglass and realigned the horizontal stab.

It just took one evening to repair it structurally; ready for a little sanding and reinstalling the electrics. If it was a balsa model I would still be picking up little pieces from the strip.

Lately I've been getting a couple of flights most weekends and really enjoying the adrenalin rush and the eyestrain. So I'm happy to see it go back together again so quickly having had my almost inevitable meet and greet with the ground on launch. Next time I'm at the field we'll see how the repairs hold up.

Thanks Nick for sharing your pain with us. BTW, Nick is in Las Vegas on business for a couple of weeks. Just jealous – I get to sit here doing this f%\$# newsletter!!! What's the famous saying: what happens in Vegas stays in Vegas. Ed.



Goin's on at the field

Sunday September 9th was great weather for flying and there were quite a number of members at the field taking advantage of the conditions. Myles (see new member) and his Mother came out with a new model and also for Myles to join the club.



Len at the helm and Noel hand launching Myles electric model – off into the wild blue yonder!!!

After the model was checked out in the shed it was out to the runway. Being on mode 2, Len once again had the job of piloting the new craft. As you can see by the photo Noel did the hand launch. As you would expect it climbed away and under Len's expert guidance started circling the field.

I suppose two or three minutes had passed and the model (can't remember what it is called) now had a fair bit of height and was over the eastern end of the field. Len then exclaimed; I've lost control. He looked down at the transmitter and the display was dead. He turned it off and on again then the display lit up for a while, but was unable to rebind and gain control.



From l to r, Myles, Jeff, Len and Noel. "It's flyin' alright, but I ain't got it" said Len!!!

Meanwhile the model was getting farther and farther away to the east over the other side of Spreadeagle Road and being small soon went out of site. There was a westerly zephyr at the time, so the general area where it would come down was thought to be in the paddocks on the other side of Spreadeagle Road.

A number of members along with Myles and his Mother hopped in their cars to search for the model. After being away for an hour or so they returned with muddied boots and without finding the wayward model. They said the paddocks are sprinkled with dead lambs, which from a distance being white, look just like the small lost craft making it very difficult to distinguish.

Why did it lose control? As it turned out the battery pack was a 'holder' with loose cells and there was a bad connection. Unfortunately that is what some of the manufacturers fit obviously to keep the cost down. Myles has since replaced the battery with a LiPo pack.

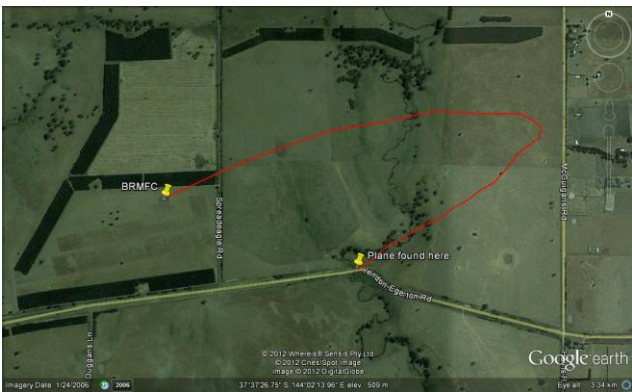
Let that be a lesson to everyone – don't use battery packs made up of loose cells in a plastic holder. When Len was flying and lost control then turned it on and off, just changing his grip on the transmitter probably caused the pack to move, making and breaking the loose connection. We have seen newcomers with loose battery holders before and advised against them. This incident reinforces that advice and can be our "Tips & Tricks" for the month.

Continuing on the saga of the lost model, Myles' Grandparents went out to have a look in the general area the next day and as luck would have it they spotted it lodged in the base of a tree beside the Yendon-Egerton Road some 750m west of Spreadeagle Road and 1100m

(the way the crow flies) from the place of launch. Myles has provided a marked up Google Earth image of the likely path the model took although I doubt it went that far eastward. Had it not come down beside the road the chances of finding it were very slim – sometimes you have to be lucky.



The tiny model came to rest in a tree beside the Yendon-Edgeton road a kilometre from the field. The marked up Google Earth map below shows the suspected flight path although I don't think it traversed that far eastward.



Myles and his Grandparents came out to the field yesterday (Sept 23rd) to see what goes on and have a chat with the members. I think they enjoyed the morning's entertainment.

Len had one of his vintage twins at the field on Sunday 16th September, seeing as we were once again blessed with favourable conditions. This model is like all Len's and was built using balsa, tissue & dope, thus producing a very light model for its size. It is powered by a couple of OS15 two strokes and flies around on one engine with ease.

We were treated to some very low level circuits with touch & go's interspersed with some equally low level aerobatics.



Len's vintage (Circa 1985 from memory) OS15 powered twin doing touch & go's and low circuits in the outfield. (The t&g's were on the strip not the outfield!!!) It's always a pleasure to watch Len fly, particularly the twins.



Tips & Tricks

Please refer to the preceding article on the fly-away electric model. *Loose cells in battery holders.*



Scale World Championship 2012 – Spain

Before I hand over to Noel, on behalf of the club I'd like to congratulate Noel and David Law for their outstanding achievements at the recent scale world championships held in Spain.

Out of a field of 36 in F4C, Noel came 20th while David achieved a very commendable 5th place. From the photos we've seen the standard is extremely high and from what we've heard the competition was friendly but fierce. I guess that is what you would expect at a world champs.

For all the info, scores, videos, photos etc. have a look at the web site setup for the event:

<http://scale-wc2012.es/Ingles/index.php>

I shall now hand over to Noel. Ed.

I have been asked to do a report on the recent Scale World Champs held in Spain, however as I have already done a 5 page report for the VMAA I don't want to bore

you with the same story again as you will all receive the VMAA Newsletter. I will however say that the standard of the aircraft I was up against needs to be seen to be believed.

There has been some comment that the reason my aircraft received a lower static score than the better known names in the competition was because it was my first time, I don't think this is true as I believe its static score was probably on the money, the standard is just that much higher!

Don't think for a minute that I have been put off by this as this is what competition is all about, whether I can rework the Fox Moth to pick up a couple of extra points or whether we start from scratch again, whatever it takes, the next one will be better. Roll on 2014.

I hope the photos included with this article give some idea of the standard that is required to place in the top ten. *Thanks Noel. Please see photos at end of newsletter. Ed.*



Events

I was scratching my head for events to write about however I haven't been to any this month. But happily, Murri & Anita Anstis have come to the rescue.

On behalf of the club, I would like to congratulate Anita & Murri on the birth of a lovely baby boy. Lawrence George was born on Wednesday 12th September weighing 7lb 4oz and from what I've been told mother and baby are doing well. I assume father is as well!!!



Just think, in a few years time we might have another budding aero modeller!!!



Coming Events

Ararat Fun Fly – November 3rd/4th

The Ararat club is holding their annual Fun Fly over the weekend of November 3rd/4th. It would be nice to get a team together at least on the Sunday to show our support. Remember there were several from Ararat at our open day back in March. They have a great field and it's not too far to travel.

Hamilton Fly-In & Swap Meet – November 24th/25th

Don't forget the Hamilton Fly-In & Swap Meet which is only a couple of months away now. BRMFC members

have been making the journey to Hamilton for many years now where we make it a weekend away. Fortunately for us it is not that far to travel.



Event Calendar

- Sep 15th/16th Mammoth Scale Fly-In – Shepparton
- Oct 12th – 14th 29th Annual Sea Plane Fly-In – TCMAC. Table Top Reserve, Table Top Road, Lake Hume Albury.
- October 13th Annual Auction – Sunbury MAC, St Andrews Church Hall, Barkley St Sunbury.
- Oct 21st/22nd 21st Mallee Rally – Warracknabeal.
- October 28th VFSAA Scale competition – Bacchus Marsh.
- Nov 3rd/4th Fun Fly – Ararat
- November 18th VFSAA Scale competition – Melton.
- Nov 24th/25th Annual Fly-In and Swap Meet – Hamilton
- Dec 1st 2012** **BRMFC Sausage Sizzle – Bunnings Ballarat**
- Feb 24th 2013 40th Anniversary Leura Fun Fly – Camperdown, Corangamite Model Aircraft Club.
- Mar 1st - 3rd 2013 Avalon Airshow 2013 (Trade days Feb 26th to Mar 1st)
- March 24th 2013 BRMFC Annual Open Day – Yendon**

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

Time for some Frivolity – the sealed section

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

The Lone Ranger

The Lone Ranger and Tonto went camping in the desert. After they got their tent all set up, both men fell sound asleep.



Some hours later, Tonto wakes the Lone Ranger and says, 'Kemo Sabe, look towards sky, what you see?'

'The Lone Ranger replies, 'I see millions of stars.'

"What that tell you?" asked Tonto.

The Lone Ranger ponders for a minute then says, 'Astronomically speaking, it tells me there are millions of galaxies and potentially billions of planets. Astrologically, it tells me that Saturn is in Leo. Time it appears to be approximately a quarter past three in the morning. Theologically, the Lord is all-powerful and we are small and insignificant. Meteorologically, it seems we will have a beautiful day tomorrow.

Tonto replies "You dumber than buffalo sh!t ----- It tells me someone stole the tent".

Did you get an e-mail from God?

One day, God was looking down at earth, and saw all the misbehaving (too much sex, illicit drugs, prescription drugs, alcohol and risqué emails) that was going on. So he called one of his angels to go to Earth.

When he returned, the angel told God, 'Yes, it is bad on Earth; 95% are misbehaving, and only 5% are not'.

God thought for a moment and said, 'Maybe I should send down another angel, to get a second opinion!' So, God called another angel & sent him to Earth too.

When the angel returned, he went to God & said, 'Yes, it's true. The Earth is in decline; 95% are misbehaving, but 5% are being good.'

God was not pleased. So he decided to e-mail the 5% who were good, because, he wanted to encourage them, give them a little something, to help them keep going!

Do you know what the e-mail said?

No?

Okay, just checking with you. I didn't get one either...



A selection of photos from the scale world champs held in Spain

If you go to the web site <http://scale-wc2012.es/Ingles/index.php> you'll find videos of many of the models entered flying.

This link takes you directly to the multimedia gallery where you can choose photos or videos:

http://scale-wc2012.es/Espanol/index.php?option=com_content&view=article&id=44&Itemid=31

This link takes you to the page where you can see the scores for the three classes: F4C, F4G & F4H

http://scale-wc2012.es/Ingles/index.php?option=com_content&view=article&id=34&Itemid=47



1st place in F4C, six times World Champion from Switzerland, Andreas Luthi's Bucker Jungmeister.



2nd in F4C, Mark Levy from France with his Fouga Magister CM170.



3rd in F4C, 2010 World Champion from Germany, Max Merckenschlager's Stinson Tri-motor.



Mick Henderson from Great Britain with a DH 9 (in F4G or F4H)



Mick Henderson from Great Britain with a DH 9A. Came 13th in F4C.



Peter Tax from Czechoslovakia with a Caudron G4. Placed 4th in F4C, just pipping David Law by 11 points.



1998 World Champion from Czechoslovakia, Pavel Fencel's KNOLLER CII, still competing 14 years on. Came 7th in F4C.



Noel's DH Fox Moth and David's Pitts S2A in action. 20th and 5th respectively in F4C.