



NEWSLETTER – February, 2015

Committee 2014/2015

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Note the meeting location.

The next general meeting is to be held at Gekko Systems, 323 Learmonth Rd on Wednesday February 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 Membership
2. Field Maintenance
3. Trawalla Safety Rules
4. Fuel Prices
5. Purchasing Policy
6. Purchase of a New 240V Portable Generator
7. Any further general business items
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.

3. Business arising from the previous meeting

a) BRMFC Relocation

Roofing of the containers and canteen at Trawalla has been completed, with considerable input by Murri Anstis, Doug Wallis, Keven Giddens and Max Rowan.

b) Burrumbeet

Still waiting for keys for Burrumbeet, and for Consumer Affairs to finish processing the Amalgamation Application. Murri Anstis spoke with a Burrumbeet (Racecourse) committee member who was concerned with noise and low flying. As BRMFC members have not used the field as yet, it is assumed that members of the public are using the field.

Secretary to follow up with Consumer Affairs. President will pursue the key issue

c) Planning Permit

The Shire has advertised the planning permit. Secretary to determine that status of the permit.

6. Reports

I) Management Committee Report.

No meeting held over Xmas break.

II) Xmas Function

All enjoyed a good night again at the Brewery Tap, with Glen winning the raffle.

III) Glenn White

Judy White reported that Glenn is doing well after his surgery, so R Carrigg, W Goodwin & G. Waterhouse went down today (28th January) and visited. Glenn looks well and should be home on Friday.

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 Registration with Moorabool Shire

Email notification received.

Secretary to register food premises with Pyrenees Shire

b. Flying at Trawalla

Some teething problems re mixed use of the site. Hang gliding operations seem to happen without any co-ordination with BRMFC. Require security channel code from Rohan Holkamp for the VHS transceiver.

9 Agenda Items for next meeting

As per January meeting

Meeting location

The next meeting will again be held at *Field Air, Ballarat Airport, 25th February 2015*. (Note: meeting venue has been changed to *Gekko Systems, 323 Learmonth Rd* due to renovation work at Field Air.)

Meeting Closed 8:50PM



Ryan monoplane restoration at Field Air

Those that attend the club meetings held at Field Air will be well acquainted with the Ryan S-C monoplane that has been under restoration. Each meeting we look to see the latest progress.

Today, (Friday 20th February) at around 11AM I could hear an aircraft going over home and instantly recognized the sound of a radial engine and thought it was probably a Winjeel. I raced outside to have a look and there was no mistaking the outline of the Ryan. Radial engine, fixed tail wheel undercarriage, highly tapered wings and blue livery. It was heading due north towards the airport presumably to land on the north/south runway. At the time the wind was northerly at 18km/h and I could see some lateral corrections being applied to overcome turbulence.

Here’s a little info on the Ryan S-C taken from [Wikipedia](#). Going by the article they are a pretty rare bird.



Photo from Wikipedia web site. The example restored at Field Air is dark blue with polished aluminium turtle deck.

The **Ryan S-C (Sports-Coupe)** was an American three-seat cabin monoplane designed and built by [Ryan](#); one was [im]pressed into service with the United States Army Air Forces as the **L-10**.

The Ryan S-C was a low-wing cantilever monoplane with a fixed tailwheel landing gear, designed to be an up-market version of the Ryan S-T trainer. The prototype first flew in 1937, and had a nose-mounted 150hp (112kW) Menasco inline piston engine. Production aircraft were fitted with a 145hp (108kW) Warner Super Scarab radial engine. With the company's involvement in producing trainer aircraft for the United States military, the S-C was not seriously marketed, and only 12 production aircraft were built. One example was [im]pressed into service with the United States Army Air Forces, and was designated the L-10. At the start of the 21st Century, four examples were still airworthy in the United States.



Over the 18 months or so that we’ve been holding club meetings at Field Air it’s been interesting to watch the progress on the Ryan. The wings are cantilevered with two attachment points on each. One at the leading edge and the other at the main spar where it bolts top and bottom to what is in effect a spar built in to the fuselage. There is nothing from the main spar to the trailing edge – it just gets covered with a fairing to make it streamlined and keep everyone feeling safe & sound.

As a matter of interest the CAC Wackett Trainer of the same era also had a Warner Scarab radial engine.



I took this photo way back in 1977 while working at CAC Fisherman’s Bend during what was the company’s 40th anniversary. Gee that’s 38 years ago – far out!!!



VMAA News

- The VMAA Trophy will not be held in April this year as previously scheduled. Due to a number of reasons the VMAA Executive has decided to put it off until later in

the year; while the date has not been determined it will probably be around September or October. As soon as the new dates are set you will be advised.

- A new flying site at Mt Beauty has been registered by the Kiewa Valley club.
- The VMAA is running a static display and information marque at the Avalon Airshow 2015. Location is expected to be the same as 2013.
- State Fields – There are now three state fields in operation: Darraweit Guim, host club NFG (Northern Flying Group); Bairnsdale, host club BADMAC (Bairnsdale and District Model Aircraft Club) and Echuca, host club EMMAC (Echuca Moama Model Aircraft Club).
- MAAA/VMAA SANDOWN F1 event was a great success with over 3500 people in attendance.



The move to Trawalla

Direct access into Church Road off the freeway is now blocked off. Traffic now has to proceed another 1km and turn left at the interchange and come back along the old road to Church Road. The same procedure when heading home; turn left and head toward the interchange where you can cross over the lane heading west and turn right to head to Ballarat.

As of 23rd February Remembrance Drive and the Western Freeway intersection will be blocked until mid-April while the roads works are completed. Those heading out Remembrance Drive will need to turn right at the Windermere Hotel and head north to the Western Freeway along Windermere Sulky Road.



New Models seen at field



Murri at the field on Sunday 15th February with his electric propelled Kestrel autogyro.

When it comes to Aeromodelling Murri likes a challenge. This time it’s an autogyro named a Kestrel and built from

the plans that were included in the RCM&E magazine April 2003 edition. The semi-scale design was based on the CIERVA autogyro concept.



Murri said the most expensive part of it were the wheels.

Graham Waterhouse framed it up some 12 to 18 months ago and Murri recently finished it off with the covering, radio and electric motor installation. Each rotor is about 24” in diameter giving it an overall rotor span of 48”. That’s right, there isn’t much clearance between the contra rotating blades at the centre. Murri has fitted a 25 size electric motor and 11.1 battery pack which provides plenty of power.

The model was flown successfully on Wednesday 11th February and managed four flights. Murri said on one flight it was too low and during a turn one rotor blade was running along the ground – unfortunately in the opposite direction of rotation which ended in disaster. Sustained some damage to the rotor blades but easily fixed. (It would be handy if the blades rotated in the opposite direction then they would run along the ground like a wheel!!!!) Of course being only three channel and not having direct lateral control makes it a challenge to fly and as you would expect it likes calm conditions.

PS. Stay tuned for Murri’s next project.



Drones

I saw this article on news.com.au a week or so ago about proposed rules in the USA for commercially operated drones. <http://www.news.com.au/world/breaking-news/us-proposes-drone-rules-for-commercial-use/story-e6frfkui-122723329321> No doubt something will happen here in the not too distant future.

THE US government has proposed long-awaited rules to usher in an era of commercial drones zipping through US skies.

THE Federal Aviation Administration proposed requirements that commercial operators must meet, such as passing a knowledge test administered by the agency as well as a federal security check, in order to fly small drones, defined as weighing less than 25kg.

It's likely to be two or three years before the rules are made final, but federal officials said once they are in place the economic and safety benefits of unmanned aircraft are expected to be enormous.

Among the chores that officials envision drones performing: Aerial photography and mapping, crop monitoring, and inspections of cell towers, bridges and other tall structures. But the proposal includes safety restrictions such as keeping drones within sight of operators at all times and no night flights. Drones would also have to stay at 8km away from an airport.

Flights over people except those involved in the drone's operation would be prohibited.

They could travel as fast as 160km/h, but flights would be limited to 150m in altitude or below. Flights over crowds would also be prohibited.

The agency is researching technology that he hopes will eventually enable small drones to fly safely beyond the sight of operators, Huerta said.

He emphasized introduction of commercial drones into the national airspace will be a staged process.

The government is also looking ahead to how larger drones might be allowed to fly in airspace shared by manned aircraft, for example, he said.

One of the key safety concerns is that without a human on board the ability to "see and avoid" other aircraft is limited. Another concern is the link between the operator and a remote control aircraft can be broken, causing the drone to fly away until it loses power or collides with something.

Cases of flyaway drones getting stuck in trees or hitting buildings are rampant. Last month, a drone that its operator lost control of flew over the White House fence and crashed on the lawn before Secret Service agents could block it.



Events

VFSAA State Field Darraweit Guim – 8th February

The first round of the [VFSAA](#) scale competitions for 2015 got off to a good start. The event was held on Sunday 8th February at the State Field, Darraweit Guim hosted by the Northern Flying Group. In the lead up to the event the forecast was for very hot weather but fortunately that did not eventuate. Instead it was rather coolish in the morning and did not warm up until early afternoon. Four members from Ballarat entered namely Noel Findlay, Max Rowan, Wayne Goodwin and Roger Carrigg. Glenn White came along to support the contingent while recuperating from recent heart by-pass surgery.

It's great to report that Glenn has been out to the field a fair bit since the operation and is steadily getting back to

normal. (Someone said he must be getting better going by the crap he's hangin' on them!!!)



Irrespective of the weather conditions, the club house at Darraweit Guim is always a welcome respite. A place to sit to get out of the sun, the rain or the cold where you can have a coffee and a chat.

Upon our arrival at 9AM, it was obvious by how full the car park was, there was going to be a sizable entry. The first thing is to get the models out and into the pit area, formally enter at the registration desk and get a practice flight in if time permits. Once all the entries were in, we had ten in *flying only*, four in *F4C* and three in *large scale flying only*.

The southerly breeze remained fairly constant throughout the day fluctuating from 20 to 30 km/h, thankfully it was mostly straight down the strip and little turbulence.

From memory competition flying got underway around 10AM with a round of *flying only* and *large scale*, then two rounds of *F4C*, followed by another round of *flying only* and *large scale*.



Max is getting ready, Wayne's Westland Wyvern (centre) and my (Roger) Shoestring (right) which came 3rd in Flying only.



A line up of some of the models entered in the pit area. NFG have installed mains power to the fixed tables in the pit area. Riley Sills (NFG) with the black Sbach in the foreground had a very impressive flight box.



Rob Popelier from Shepparton has a new scratch built Gypsy Moth similar to Noel's but was unable to fly due to what seemed like radio binding problems.



Roly Gaumann's Piaggio which came 1st in Flying Only. Roly is a long-time member of P&DARCS and a regular at the scale comps.



Gary Sunderland's new Fokker V21 monoplane powered by an OS200FS. This model is scratch built by Gary but entered in Flying Only. Steve Malcman's Clipped Wing Cub is behind which came 2nd in Flying Only.



Robert McDonald from the NFG assisted by Brian Whellan also from NFG is taxiing out his L4 Grasshopper for the first round.



And on the take-off run...



Looks like the three wise men!!! One wasn't too wise he couldn't get the engine to run even after a successful practice flight at our field the day before. While packing up at the end of the day someone said "you can put the fuel line back on now Wayne!"



Max on his way back to stand in front of the judges for take-off.



Max is coming in for a touch & go with the 1/3 scale Super Cub. It's not short on power with the DLE 111 up front. Notice the haze in the background – the hills to the east

were bathed in light cloud, must have been an inversion or something. At least it kept the sun out of your eyes while flying in the morning.



David Law's Pitts Special S2A on take-off. Came first in F4C. (David competed with this model at the World Scale Champs held in France last year and came a very creditable 3rdplace.)



Noel Findlay is lining up his De Havilland Fox Moth on the runway in readiness for take-off. (This is the first Fox Moth he built rather than the one taken to the World Scale Champs last year in France where he came 8th.)

Overall the flights were uneventful (that's how the pilots like it of course) except for Noel Whitehead when it came to his turn with his CT4 in F4C. Noel was having difficulty getting the engine started and after some delay and I think being pushed down the flight order he finally got it running with help from his pit crew.



Noel Whitehead's CT4 in the pits awaiting the first round.

The CT4 took off normally and was coming around to complete the first circuit at fairly high altitude when there was a strange noise and what seemed like confetti coming out of the cockpit. Being one of the judges I (Roger) was watching closely and thought that the canopy had blown off. Noel immediately got himself into landing mode and brought the CT4 in safely and did a very good landing as well during a very stressful moment. As it came in, we could see the canopy still attached and folded back where it had struck the dorsal fin. Fortunately his pit crew and onlookers kept an eye on where the cockpit parts that ejected landed and were able to recover the items saving Noel a lot of extra work. As it is, the dorsal fin was smashed, the rear fuselage top decking was buckled and no doubt other damage to the canopy itself. I'm sure Noel will be looking closely at the canopy latch mechanism to determine what went wrong. Maybe in the mayhem of starting the engine it simply wasn't locked properly.



Noel's CT4 has taxied to the end of the runway. Looks like some flap extended for take-off.



Noel Whitehead's CT4 after it landed safely following the canopy emergency.

Greg Lepp has enhanced the computer scoring program so it's no longer necessary to use the whiteboard to display the list of entrants and their scores. The whiteboard has always been a transport issue, is prone to error while transposing the scores from the computer and then assigning the final ranking. This is now done by printing the scores from the computer and displaying in a prominent place for competitors to peruse.

By the time we got through two rounds it must have been around 3:30PM, so definitely no time to fit in a third.

The final scores were tallied up and presentations held just after 4PM. Following that we packed up and headed home with the memory that it was an enjoyable day out amongst friends.

As an aside, the airliners going overhead are always a source of interest to us – no doubt the locals don't even notice them now. The State Field at Darraweit Guim is 30km due north of Tullamarine and right under the flight path of aircraft presumably coming from Sydney etc. They all come across using exactly the same path on a SW heading and then turn to port (left) to line up with the N/S runway at Tullamarine.

Before wrapping up we must thank the host club Northern Flying Group for the use of their facilities and providing lunch and refreshments throughout the day. They did an excellent job.

Please see the scores tabled at the end of the newsletter; there is too much information to cram here into the column format.



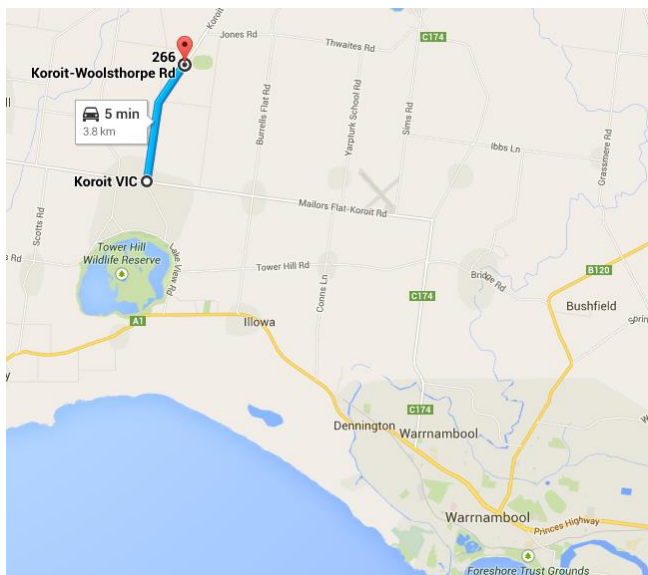
Coming Events

Warrnambool Annual Fun Fly – Feb 28th – Mar 1st

A number of BRMFC members are going down to Warrnambool this coming weekend for the Warrnambool club's annual fun fly.

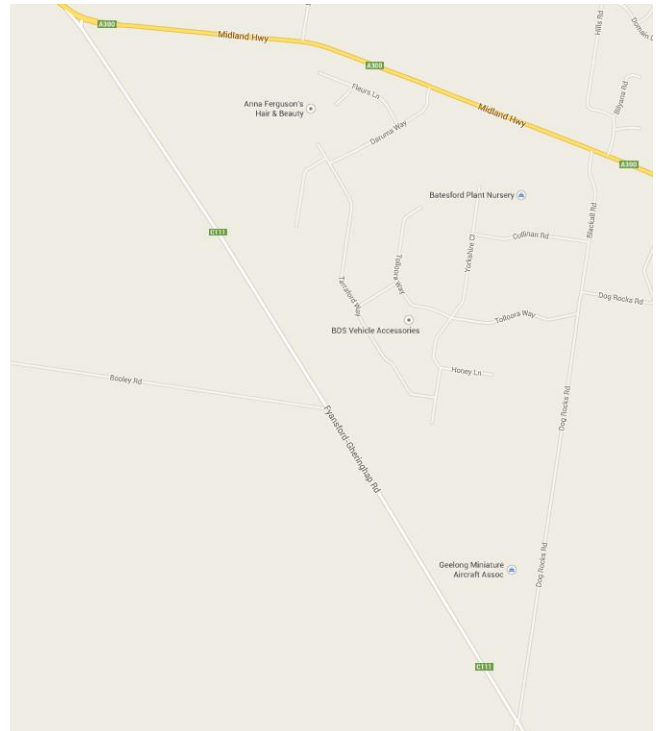
This is always an enjoyable weekend away and it's also a pretty good place to fly.

If you haven't been there before the field is located approximately 4km due north of Koroit along the Koroit-Woolsthorpe Rd. The entrance to the field is on right hand side (eastern) of the road and is always sign posted.



VFSAA at GMAA (Geelong) – March 7th

Following on from the first scale event for the year at Darraweit Guim, the next event is scheduled for Saturday March 7th at the GMAA field in Dog Rocks Road.



Aerobatics fun fly Ararat – March 7th – 9th

On the same weekend the Ararat club is hosting an aerobatics fun fly.



Event Calendar

- Feb 8th 2015 (Sun) VFSAA Sport Scale – NFG (State field)
- Feb 21st (Sat) VFSAA Training Day – NFG (State field)
- Feb 22nd (Sun) LEURA FUN-FLY – Camperdown
- Feb 24th – Mar 1st Avalon Airshow 2015
- 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 9th – 19th [MAAA 68th Nationals – Brisbane](#)
- April 12th Echuca Moama Annual Fun Fly – VMAA Flying Field Echuca.
- April 25th / 26th VMAA Trophy (postponed)

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.

Apologies, Apologies...

The last newsletter did not have the sealed section due to lack of material and my primary source being out of action.

Please enjoy...

An idealist is one who, on noticing that a rose smells better than a cabbage, concludes that it is also more nourishing.

A SMALL GLIMMER OF HOPE IN THE GLOOM!



'Viagra' is now available in powder form for your tea.

It doesn't enhance your sexual performance but it does stop your biscuit going soft.

Husband Store

A store that sells new husbands has opened in New York City, where a woman may go to choose a husband. Among the instructions at the entrance is a description of how the store operates:

You may visit this store ONLY ONCE! There are six floors and the value of the products increase as the shopper ascends the flights. The shopper may choose any item from a particular floor, or may choose to go up to the next floor, but you cannot go back down except to exit the building!

So, a woman goes to the Husband Store to find a husband. On the first floor the sign on the door reads:

Floor 1 – These men Have Jobs

She is intrigued, but continues to the second floor, where the sign reads:

Floor 2 – These men Have Jobs and Love Kids.

'That's nice,' she thinks, 'but I want more.'

So she continues upward. The third floor sign reads:

Floor 3 – These men Have Jobs, Love Kids, and are Extremely Good Looking.

'Wow,' she thinks, but feels compelled to keep going.

She goes to the fourth floor and the sign reads:

Floor 4 – These men Have Jobs, Love Kids, are Drop-dead Good Looking and Help with Housework.

'Oh, mercy me!' she exclaims, 'I can hardly stand it!'

Still, she goes to the fifth floor and the sign reads:

Floor 5 – These men Have Jobs, Love Kids, are Drop-dead Gorgeous, Help with Housework, and Have a Strong Romantic Streak.

She is so tempted to stay, but she goes to the sixth floor, where the sign reads:

Floor 6 – You are visitor 31,456,012 to this floor. There are no men on this floor. This floor exists solely as proof that women are impossible to please. Thank you for shopping at the Husband Store.

PLEASE NOTE:

To avoid gender bias charges, the store's owner opened a New Wives store just across the street.

The first floor has wives that love sex.

The second floor has wives that love sex and have money and like beer.

The third, fourth, fifth and sixth floors have never been visited.

Nurses don't laugh

We've had this one before but it's still funny the second time around.

"Of course I won't laugh," said the nurse. "I'm a professional. In over twenty years I've never laughed at a patient."

"Okay then," said Bob, and he proceeded to drop his trousers, revealing the smallest male part the nurse had ever seen. In length and width was almost identical to an AAA battery.

Unable to control herself, the nurse tried to stop a giggle, but it just came out. And then she started laughing at the fact that she was laughing. Feeling very badly that she had laughed at the man's part, she composed herself as well as she could. "I am so sorry," she said. "I don't know what came over me. On my honour as a nurse and a lady, I promise that won't happen again. Now, tell me, what seems to be the problem?"

"It's swollen," Bob replied.

She ran out of the room.



Results of the VFSAA comp held at the State Field Darraweit Guim on 8th February

Large Scale Flying Only

Competitor	Aircraft	Rnd 1	Rnd 2	Rnd 3	Average of best two	Place
Tony Grieger	Gee Bee	2400	2316		2358	1
Riley Sills	Sbach	2023	2216		2119.5	2
Max Rowan	Super Cub	1995	2010		2002.5	3

Flying Only

Competitor	Aircraft	Rnd 1	Rnd 2	Rnd 3	Average of best two	Place
Roly Gaumann	Piaggio	2383	2346		2364.5	1
Steve Malcman	Clipped Wing Cub	2316	2408		2362	2
Roger Carrigg	Shoestring	2272	2394.5		2333.25	3
David White	Spacewalker	1951	2135		2043	4
Rob Macdonald	L4 Grasshopper	2142	1927		2034.5	5
Mario Schembri	Katana	1925.5	1962.9		1944.225	6
John Lamont	Yak 54	1730.7	DNF		865.35	7
Gary Sunderland	Fokker V21	1705	DNF		852.5	8
Brian Whellan	Corby Startlet	1316	DNF		658	9
Wayne Goodwin	Westland Wyvern	DNF	DNF		0	10

F4C

Competitor	Aircraft	Static	Rnd 1	Rnd 2	Rnd 3	Avg. of best two	Total Score	Place
David Law	Pitts S2A	2880.3	2459	2426		2442.5	5322.8	1
Noel Findlay	DH Fox Moth	2745	2411	2390		2400.5	5145.5	2
Bill Wheeler	Druine Turbulent	1945	1562	1971		1766.5	3711.5	3
Noel Whitehead	CT4	2672.5	1216	DNF		608	3280.5	4