



NEWSLETTER – November, 2018

Committee 2018/2019

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Note the meeting location.

The next general meeting is to be held at the **Eastwood Street Leisure Centre in the Canteen**, on Wednesday November 28th commencing at **7.30PM** (Turn left after entry to the Complex, and the Canteen is on the left again). Don't forget to bring a plate for supper.

Agenda Items for the next meeting

1. Trawalla Estate Update
2. Strategic Plan
3. Field Maintenance
4. Burrumbeet Airstrip
5. October BRMFC fly-in
6. Monthly training day
7. January Float-Fly
8. BRMFC Christmas Party

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. Reports

a) Committee of Management:

- Ad Hoc meetings were held at the Haddon indoor flying night to discuss the VMAA information request and on Sunday 21st October at the field re obtaining a letter from Jim (Trawalla Estate manager) on having permission for BRMFC members to use the land for the purpose of flying model aircraft.

b) Other – nil.

8. General Business

a) Trawalla Estate Update

- Seek a letter to confirm permission for the club members to use the land.

b) Strategic Plan – no update.

c) Field Maintenance

- Ongoing issue with mower belts slipping and breaking lately and with the poor running of the line-trimmer.

- If any member notices there is an issue with any equipment please let a field maintenance officer know via face-to-face, email or a telephone call **and** a note must be made on the whiteboard (soon to be installed).

- Electric fence efficiency seems to be reduced. The tester (old) gives an intermittent reading for the fence. May need to purchase a new tester.

Motion passed to purchase a new tester – 1 dissenter.

d) Burrumbeet Airstrip

- The strip will now be recut, to do this a **working-Bee on the morning of Saturday 17th November** will be held. Please try and attend to give a hand and there will be a BBQ lunch and flying when it is all finished. So bring some gloves, rake, enthusiasm and most importantly a plane.

e) October 21st BRMFC fly-in

- This was a relaxed day with some very nice models and no major incidents. The weather even played nicely.

- Consensus was this was a successful day, with visitors from several clubs. We even had two from as far afield as the UK. Admittedly they didn't come specifically to see us but Mark, a retired British Army Colonel, is a keen flyer with a special interest in large-scale aerobatics.

He was with his wife, Yvonne, here to attend their son's upcoming wedding.

- The canteen was run well by Lynne, Sorcha, Graeme and Roger, thanks to them for their big effort.

f) Monthly training day

- Whenever the weather is suitable it was suggested to put candidates through the wings assessment.

9. Other Business

- BRMFC Christmas Party. Date to be Friday 14th December. Location to be decided (most likely the Queen's Head in Humffray Street).

- Preparations for the March Fly-in need to begin, to be discussed at the next committee meeting.

10. Agenda items for the next meeting – nil.

11. Meeting Closed at 9.20pm – Next meeting date 28th November 2018 (Final 2018 meeting).



VMAA News

Information gathered from the Minutes of the VMAA Executive Committee Meeting held on the 11th October 2018 which might be of interest to members. Note: some situations may have changed since then.

10.6 LVMAC (La Trobe Valley) required clarification on the MAAA Insurance Certificate not detailing the location of the indoor facility used by the Club. LVMAC was advised insurance applies to all flying sites, not just those listed in the certificate but if the LVMAC landlord requires specific mention this can be actioned for the next renewal for 2019/20. As per current processes, as long as there is a signed agreement between the Club and facility owner, the Club is insured. This agreement was provided by LVMAC to the VMAA. A copy was sent to the MAAA for inclusion.

20. State Field Reports:

20.3 **Echuca** Moama MAC Upgrade Request on funding proposal. This is to be sent out for comment to the VMAA Committee.

20.4 Mt Wallace:

20.4.1 Sep 18 – Updated strategic plan has been submitted by BMMAA. The plan details cost so far and the next phase of the project. The VMAA Project Officer, accepted the plan and requested the quote for the amenities to be provided as soon as possible.

21. General Business:

21.2 **Warrnambool Loan:** Club has provided information on an improvement project been undertaken. Documentation has been received for information only. Club will inform the VMAA if a loan is required. The Club is looking at other sources for funding to assist the project.

21.3 **YVA (Yarra Valley) Noise Issue:** Based on information provided by the VMAA and other sources, the council is satisfied to issue a "Permit of Use" to the Club. This is in progress with the issue deemed resolved unless further information is required. YVA to inform the VMAA when completed.

21.4 **LDMFA:** A visit was arranged to view the procedures and rules put in place with the Club, Gun Club and local Council. The procedure and conditions of new flying arrangements have been made available to the VMAA. These documents have been made available to all Committee Members. The VMAA Committee was still uncomfortable with some aspects especially flying operations beyond the road and therefore the other side of the pits, clubhouse, car park etc.

21.5 **CASA PART 149:** This remains as work in progress and will be discussed at future meetings once additional information is received or understood. Part of the new conditions is the reestablishment of area approvals above 400 ft. AGL. This is seen as a priority and will be addressed as soon as possible.

21.7 **MAAA Nationals (July):** David Axon generated discussion regarding the upcoming MAAA nationals and indicated that while the NSW group are happy to supply the venue at WEST WYLONG they are less happy to run the events. There was some discussion that a different state would run the event each year but still at the West Wyalong venue. David asked if the VMAA would be interested in running the event in 2019. More discussion will be held at the August meeting.

21.8 **Funding of Hard Surface** – West Wyalong: Submission. This was tabled and discussed.

Based on these discussions and the background of the proposal, the VMAA do not see this as a viable option.



New Models seen at field

Secretary Nigel had another new model at the field on Sunday 11th November to be test flown. It's a Pietenpol Aircamper supplied by Hobbyking designed to be powered by a brushless motor, but Nigel installed an OS 26 four stroke for that extra bit of realism.

The wingspan is 1370mm and weight is 1500g.

Nigel said the two pilots were printed on his 3D printer from files off the thingiverse.com website.



Nigel's Pietenpol Aircamper supplied by Hobbyking on Sunday 11th November. Model has a wingspan of 1370mm and is powered by an OS26FS.



The Pietenpol Aircamper on take-off. Tracked straight down the strip and lifted off nicely.



The OS26FS had plenty of power enabling a steady climb out to reach safe altitude where it could be trimmed and tested for any vices.

Graeme has had this model for quite some time (just one of many in his collection) and flew it a couple of times back at our former Yendon field shortly before we vacated. It's a Phoenix Models PA18, 107" wingspan and powered by an OS200FS.



Graeme's PA18 at the field on Sunday 18th November.

Not being happy with the OS200, he has a new cowl on order and is going to replace it with a DLE35 petrol motor.



Graeme with his 107" Phoenix PA18.



The PA18 on landing approach – there was a fairly strong northerly blowing to keep Graeme on his toes.



And touch down – note the up elevator.

The OS200FS, which is no longer in production, never seemed to enjoy a very good reputation amongst aeromodellers. However to the contrary I've had one in my Super Stearman since 2007 which has clocked up 175 logged flights of a good 15 minute duration with little or no trouble.

I did experience a few occasions where it lost power after 5 minutes or so, but over say the last five years I've been gradually reducing the oil content and all my four strokes seem to run better. (And with the price of oil it's cheaper!!!) Certainly my OS200 and OS155 run better with much less than 18-20% oil used originally. I was just calculating how much oil percentage I now use from the quantities of oil, nitro and methanol in the mix.

- 1.75 units Oil (Klotz)
- 0.75 units Nitro
- 8.75 units Methanol

That produces a mix of 15.5% oil, 7.5% Nitro (as a percentage of the methanol).



Goin's on at the Field

Sunday 11th November saw quite a good turnout of members at the field taking advantage of the near perfect flying conditions.

Being Remembrance Day and the 100 year anniversary of the WW1 armistice we observed the one minute silence at 11AM as a mark of respect for the fallen and all those who took part in that dreadful conflict.

Wayne has fitted an on-board electric starter to his Westland Wyvern. He had it out at the field on Sunday 11th November to try it out. From what I saw it seemed to work okay. He now needs to make some adjustments to the cowl to accommodate the starter.



The electric starter turns the engine over via a gear train and a one way clutch on the crankshaft (like a bicycle sprocket) so once the engine fires it slips on the clutch. The starter power module only drives the electric motor for a few seconds at a time even though held on by the Tx channel switch.



A shot of the pits on 11th November.



Wayne and Peter E. preparing their models for flight.



Anthony Mepstead taxiing back his PC9 after landing.



Tips & Tricks

For those that may have an interest in model trains take a look at this YouTube clip.

<https://www.youtube.com/watch?v=d9s0-HzOsYo&feature=youtu.be>

One of Germany's finest and most famous and superb model railway with steam trains in HO scale.

This one is about car crash test which I thought might be of general interest.

https://www.youtube.com/watch?v=Fn53MGa1v_o&feature=youtu.be

Nigel Latta – Big old car vs Small new car.



Events

Working Bee Burrumbeet Field – 17th Nov

At the last club meeting held on 24th October it was decided to hold a working bee at the Burrumbeet Racecourse field to reinstate the pits and runway which had become overgrown. The date chosen was Saturday morning 17th November starting at 9AM.

The purpose of the field (the former Goldfields Model Flying Club site) is to retain a close in location where members can fly small models such as in the evenings after work.

See <http://www.brmfc.org.au/SafetyRules.aspx> and click on the PDF link full version for the site specific rules we have set in place.

The flying area is quite large when inside the racecourse but it has obvious limitations in terms of what can be done with the runway surface and its proximity to the caravan park as far as noise is concerned. Also there are other problems having two fields, but they are better issues to deal with than having no field!



Anyway, notwithstanding all that, we had an excellent rollup of members with mowers and rakes to get the field into some sort of usable condition which I think was achieved. It only took a couple of hours and the job was finished.

Graeme brought his Kubota tractor with mower attachment, Murri had his ride-on Victa while several others had hand mowers. Mowing wasn't too hard but raking off the cut grass was labour intensive. The front bucket on Graeme's Kubota was helpful in pushing raked up piles of grass to the side of the mown area.

After the work was done we then setup the BBQ that Peter Weston brought along under the "Race day office" veranda and cooked up the snags leftover from the recent October Fly-In day. Following on from that Alan Crisp, Peter Evans and Nick Katsikaros got their electric models out and tried out the field. It was fairly windy but they seemed to handle to conditions okay.

All in all it was quite a pleasant morning.

The following pics were taken from one of the elevated platforms along the main straight.





Indoor Flying Haddon Hall – 21st November

The final indoor flying event for the year hosted by BAMI, was held on Wednesday evening at the Haddon Hall and started at 6PM. BAMI put on a BBQ tea and refreshments and this time we had the use of the football club BBQ facilities and club rooms which made it quite comfortable particularly as it turned out a rather wet night.

The evening was well supported by both our clubs with around 18-20 flyers attending.



The club rooms were a welcome luxury given that it was rather wet outside. Last year we set up at the front entrance to the hall.



Whilst we were inside having a quiet light beer, the footballers were outside training in the rain.



In the foreground we have from left to right, Dave Sampson, Ted Arnup, Clive Phillips and Rob Hutchings from BAMI enjoying a beer and bit of bs no doubt.



From left to right, Bill Lawson (BAMI), Peter Evans, Wayne Goodwin and Graeme Allen (BRMFC).

After the BBQ and refreshments we adjourned to the hall and got into the usual flying – spills and all.



A really, really close up shot of Graeme's heli. I thought it was going to disappear down the lens!!!



A shot of the tables with Murri's young son Larry posing for the camera in the foreground.



Wayne had a new indoor model that he built but it turned sharply on take-off hitting the wall doing some damage. No doubt it will be repaired and back next year for another try.

Many thanks to the BAMI members for putting on the night and look forward to recommencing on 6th February in the New Year.

Hamilton Fun Fly & Swap Meet – 24th/25th Nov

The Hamilton Fun Fly has been a regular event that we have attended as a club for many years now. My records go back to 29th November 1998, twenty years ago. The only intervening year I don't have any photos is 1999 so maybe we missed that year. Hang on, I just checked the newsletter and the December 1999 includes a Hamilton Fun Fly report so we have a perfect score. No digital cameras for most of us back in those days, however I remember Rick Pimblott having one of those newfangled things during our final days at Bowes Road Ross Creek, circa 1999.

Graeme & Dianne Allen, Ted Burke, Ricky Gerada, Glenn White, Max Rowan and Roger Carrigg set off late Friday morning arriving out at the field mid-afternoon. It was a wet trip for most of the drive and the rain continued on and off whilst at the field. Ricky was busily setting up his tent when we arrived along with several others with caravans etc. After a natter with those already there and a perusal of the "swap tent" (it's a shed actually) we headed back into Hamilton and our motel (The Hamilton Lakeside Motel) passing Peter & Lynne Weston with their caravan a kilometre or so from the entrance to the field.



Saturday morning after brekky at Maccas and meeting up with Wayne & Karen Goodwin, we arrived back at the field soon after 9AM and set up the models and shade marques to sit under. They would suffice for shade or rain which ever it was to be. The weather didn't look too promising but overall it turned out quite reasonable with light winds both days from the SSW. On Saturday although the wind was SSW it was light enough to operate off the E/W runway which is more convenient and better from a spectator point of view. Sunday many opted for the N/S runway.

Later in the morning BRMFC President Fred Eggleston, Vice President Peter Evans (down for the day), June Waterhouse, Murri Anstis & son Larry and Darron Weston & son Luke arrived. Darron, Peter & Lynne's son joined the club a few months ago and is getting a taste of visiting other club fields. In all we had quite a substantial club representation which shows we must enjoy the event.

Anyway that's enough of the who's who and I hope I didn't forget anyone. It was then onto some serious flying given that the weather whilst overcast was pretty good and to that end there were several models in the air most of the time. Some had the sky to themselves depending on what

they were flying and the type of flying whilst others mixed it together.



From memory they had around 30-35 registered pilots which is a reasonable rollup although not as many as we've seen in the past, but nevertheless there were some very interesting and notable aircraft on display and also flying. I think it would be fair and reasonable to say, the two most impressive models flown were Steve Wilcox's jet and Glenn Orchard's Cessna 182. That's not to belittle many other fine models at the meet. We also got a look at a 1/3 scale WACO YMF-5 (almost twice the size of mine) powered by a Moki 250cc 5 cylinder radial. It was confined to its trailer because the owner from Bendigo had undergone a recent eye operation and felt his vision was too impaired at the moment to fly. Hopefully he is able to fly it soon.



I don't remember seeing any really serious incidents, I guess Max's Cessna 182 would have been the worst. Max had to replace a faulty switch and with the mayhem that followed fitting it, he inadvertently switched models in the transmitter. On take-off although the ailerons weren't reversed it was too far out of trim causing it to stall to the

left, I just happened to be videoing it at the time. It then nosedived but almost pulled out before impacting at about a 10 degree angle. The right wingtip then dug in tearing off the outer panel followed by cartwheeling a couple of times. Apart from the wing which is a clean break it doesn't seem too badly damaged.



Around midday on both days the Hamilton club fired up the BBQ for lunch and had sausages, hamburgers and steak sandwiches on the menu as well as a selection of homemade slices (no doubt thanks to the wives & girlfriends – exclusively that is!!!) and drumstick ice-creams.

After two days of flying where we got to see models you don't see every day it wound up soon after 2PM on the Sunday when the Hamilton club made the presentations and drew the pilot entry and the public raffles.

Gavin Wallis has been kind enough to send me the list of presentations.

HAMILTON MODEL AERO CLUB Trophies 2018

- BEST FLYING DISPLAY: Steve Wilcox (Mephisto Jet)
- BEST SCALE MODEL: Glenn Orchard (Cessna 182)
- BEST MILITARY MODEL: Mark Radford (Spitfire)
- BEST BIPLANE: Roger Carrigg (WACO YMF-5)
- ELECTRIC FLIGHT AWARD: Peter Weston (Skybolt)
- BEST SPORTS MODEL: Rick Pimblott
- FUNFLY AWARD: Foster Taylor
- ROTORCRAFT AWARD: n/a
- PILOTS CHOICE AWARD: Steve Wilcox (Mephisto Jet)
- ENCOURAGEMENT AWARD: Stewie Kent
- REGISTERED PILOTS LUCKY DRAW

Anthony Wood, Blue Lake Aero Modellers (Bixler 3)

Many thanks to the Hamilton Model Aero Club and their supporters for hosting the event with special thanks to those who ran the canteen. We all know it's much easier to attend an event rather than host it.

Definitely looking forward to next year's event. I've included more photos as a montage at the end of the newsletter.



Coming Events

BRMFC Xmas Party Friday 14th December



The Queens Head Hotel, corner of Humffray St North and Queens St North has been booked for 6:30PM Friday 14th December. It's still a little way off but handy to know in advance when it comes to organizing your busy Christmas schedule. It would be great to have as many there as possible. Numbers 'maketh' the night!!!



The Queens Head Hotel, corner of Humffray St North and Queens St North.

If going and please do, can you let the secretary know and how many, that way the booking can be confirmed with numbers a week or so beforehand.

Sausage Sizzle Bunnings Ballarat – January 18th



We have our next sausage sizzle at Bunnings Ballarat on **Friday January 18th 2019** which is just under 2 months away as this newsletter goes to print. As usual we need several hands on deck to make

the operation run smoothly. The old saying "many hands make light work" comes well and truly into play here.

This one is another **Friday** opportunity which we have been offered as a supplement to the weekend events which are keenly sought after. The last event we ran on 16th February this year was also a Friday and it turned out quite profitable for the club and well worth the effort, but as expected not as good as a Saturday.

I'll put out the usual duty roster a week or so beforehand which gives time for comment and adjustments to suit individual needs. I realize only retired members can be asked to attend. Going by the last event, three is probably enough on each shift, although four is the ideal number.

Bunnings now have a national pricing standard for sausage sizzles held at their stores. Sausages: \$2.50, drinks \$1.50. In a way that makes it easy, we don't have to worry about what price to set.

We also have to comply with the new requirement to put the onions on the bread first as a way of mitigating spillage. See this article: [The humble Bunnings snag in bread is facing a change for safety reasons.](#)

If you haven't heard about it, please put this date in your diary so you can be available for a stint on the day. I realize this is only open to retired members so others may obviously disregard (unless you're havin' a sickie!!!)



Club Merchandise

New Fuel Prices for members

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

We recently replenished our stock of:

- Methanol \$2.25/L (+ \$0.25 over old price)
- Nitro \$22.00/L (+ \$7)
- Klotz Oil \$16.00/L (- \$2)

The web site will be updated ASAP.



Event Calendar

- November 3rd/4th "MossKosh" Annual Fun Fly – A&DAC, Ararat
- November 4th Leongatha Airport VJAA Club Day – Leongatha
- Nov 7th (Wed.) Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI
- Nov 16th - 18th Australian Scale Aerobatics Association (ASAA) Nationals – Newbridge Victoria
- Nov 21st (Wed.) Indoor Flying at Haddon Hall 6 - 9:30PM – BAMI. The last one for the year and starts at 6PM with a BBQ tea provided.
- Nov 24th/25th Fun Fly & Swap Meet – HMAC, Hamilton
- December 14th BRMFC Xmas Function (Friday night)**
- Jan 5th 2019 (Sat) Float day experiment – South bank of Lake Burrumbeet at the Ski Club
- Jan 18th (Fri) Sausage Sizzle – Bunnings Ballarat**
- Feb 6th (Wed) Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI. The first one for the year.
- Feb 20th (Wed) Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI
- Feb 23rd/24th Leura Fun Fly – Camperdown
- Mar 10th Fun Fly – Trawalla, BRMFC**
- March 24th Monty Tyrell Scale Rally – P&DARCS
- April 6th/7th 2019 VMAA Trophy Weekend
- April 13th/14th Echuca Moama Annual Fun Fly – Echuca

See the [VMAA Calendar](#) for all Victorian events.

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

Some more pics from the Hamilton Fun Fly



Glenn Orchard (Mildura) wheeling his 1/3 scale Cessna 182 out of the pits area. This must be the full size it was modelled on <https://www.maq.com.au/aircraft/cessna-182-s-vh-cxz/>



The Cessna 182 on take-off using a fair amount of flap. Glenn was awarded the Best Scale Model trophy.



I have a photo of the Cessna taken at the Bowlye event on the 5th April 2009 when it was owned by Steve Malcman. My records indicate it has a DA150 twin cylinder petrol engine.



Dianne, June, Karen & Lynne keeping themselves occupied and trying to stay warm.



Murri with his 1/4 scale Tiger Moth being assisted by Fred and Graeme.



Peter Evans with his Piper Cub and Graeme Allen with PA18.



Max, Graeme & Ted looking over the inner workings of Steve Wilcox's CARF Models Mephisto Jet. It's powered by a KingTech K-310 turbine having a maximum thrust of 31 kg.



The Mephisto has a vectored thrust nozzle which enables 3D type manoeuvres. I think Steve said he wasn't using it just yet.



Steve doing final checks before taxiing out for take-off.



Climbing out – I wasn't standing in the best location to get a clear shot.



The Mephisto on a high speed low pass over the strip. Steve was awarded Best Flying Display and Pilot's Choice.



And back on the deck again after a very impressive flight. Steve did several low level slow rolls across the strip which raises the heart rate somewhat.



Rod Mitchell from the Warrnambool club had his B-26 Martin Marauder and did several bomb drops over the strip. (Originally published on 28 November questionably as a Neptune.)



The B-26 is powered by two Saito 115 four stroke engines.



Peter Evans drooling as I was at the 1/3 scale WACO YMF-5 powered by a Moki 250cc radial engine.



Undercarriage consisted of working oleos within each leg as per the full size.



Ricky Gerada's electric Bird Dog taking off.



Barry Angus (Mildura) taxiing out his P40 to take-off.



And a nice smooth take-off it was with the P40.



A 1930's racer – not sure of its name and a Shoestring racer.



Mike Saville's Fokker Eindecker monoplane.



Large (around 3m) Yak 55SP aerobatic ship – DA twin cylinder engine.



Inflight shot of Rod Mitchell's B-26 Martin Marauder.



Peter Evans wheeling his Piper Cub out from the pits for take-off.