



NEWSLETTER – May, 2012

Committee 2011/2012

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Note the meeting location.

The next meeting of BRMFC is to be held out at the FLYING FIELD on Wednesday 23rd May 2012 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. (It was to be held at Findlay Engineering but had to be cancelled – see meeting venue note further on.)

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. Nominations for Committee 2012/13
5. Discuss Club Fees 2012/13
6. Club Uniforms
7. Sausage Sizzles – Officeworks?
8. Raffle donated Model

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.

Reports

- a) **Relocation Sub-Committee**
Nil activity.
- b) **Ararat IMAC**
Good turnout – 15 pilots from SA and Vic. Mat Achieved a 1st in the Sportsman class.
- c) **Melton IMAC**
Very windy – Mat achieved a 3rd.

General Business

- a) **Wind Farm**
Nil report for Lal Lal.
- b) **Field Maintenance**
 - Dick Turner did a great job in keeping the grass mown for the Display Day and VPA event.
 - Members noted that the sign at the drive entrance is dated and very faded.

Action: Gavin Gedye has been approached about repainting the sign.

c) Club History Compilation for Web Site

Murri is still collecting data.

d) Trophy Shields

Have been cast and collected.

e) Past Presidents

Noel Findlay has volunteered to manufacture a board, but will be delayed due to his current workload.

f) 2012 Annual Display – 25 March 2012

(Crowd) Down on previous years, most probably due to lack of a project leader. Need to resuscitate the Working Party to manage the process. 24th March 2013 should be suitable, and booked with the VMAA and local signage with BRI.

Secretary to make bookings.

A mild complaint regarding assistance for a deaf flier was responded to by the President. Even though assistance was offered, the pilot did not seek help when he was ready to fly.

Peter Evans noted that before the next event a uniform drive should be undertaken to make the

club more visible. Members are requested to consider colour schemes, etc. Members also raised the possibility of sponsorship, both for the club and for individuals.

g) YouTube Channel

Nick Katsikaros has created an account on YouTube called BallaratRadioModels.

Members who would like to have footage uploaded should forward files to committee members who will arrange for it to be uploaded to YouTube.

h) VPA Aerobatics Display 14/15 April

Successful weekend with excellent weather.

i) General Safety – Hand launches

An incident occurred after the Display Day, where a hand launch distracted a pilot.

It is brought to all pilots' attention that hand launches must be made from the edge of the strip, not from the flight line.

j) Max Fitzgerald Donation

Max has generously donated an electric powered 42" Pitts balsa and solar film covered ARF, including motor, speed controller and servos. Members discussed how to generate the greatest return to the club. As inter-club events have now ceased for the winter period, a local club raffle will probably be best.

k) Meeting location

Next meeting is to be held at Findlay Engineering, Neerim Crescent, Wendouree now that winter is upon us. *Please Note: that has been changed back to the field – see below.*



Meeting Venue

Given that it proved popular last year and very much appreciated, it was decided at the last meeting to hold the meetings over the winter months at Findlay Engineering. However if Noel is unavailable to let us in then that can't happen and we must resort to the field and stoke up the fire.

The plan is to hold the meetings at Findlay Engineering from May through to October and this is mentioned on our web site <http://www.brmfc.org.au/Meetings.aspx>.

As it turns out Noel will be away on business this week and will also away overseas in **August** competing in the scale world championships to be held in Spain.

The message is, always check this newsletter published on the Monday before the meeting night which is the 4th Wednesday in the month to be sure of the meeting

location during the winter months. During the warmer months and daylight saving (November to April) the meetings are held at the field.



Secretary Duties

I (Roger) will be temporarily taking over Jeff's secretarial duties while he and his wife are on holidays in the UK and Europe for 4 weeks or so. They head off this Thursday and return on or about the 26th June. Let's wish them a safe and enjoyable trip. Hard not to be envious!!!



VMAA News

- Two country meetings are coming up for the VMAA Executive. Mildura on the 26th/27th May and Cohuna on the 4th/5th August.
- Maintenance of the Control Line hard surface area at the TCMAC field at Albury is still being negotiated between the VMAA and TCMAC. Apparently it hasn't been maintained as it should and there is some misunderstanding regarding who is responsible.
- **Bairnsdale State Field Proposal** – *The Bairnsdale club has found a 100 acre parcel of land with an asking price of \$275k. The VMAA has endorsed submission of the planning permit to the local council seeking approval of model aircraft activities.* The club has submitted same to the council and is awaiting a reply.
- MAAA fees will be set at the MAAA Council conference being held in Sydney over the May 19th/20th weekend. The VMAA set a draft fee structure in early May to be finalized following the conference. The fees will then be posted on the VMAA web site and posted out to clubs in early June. Here is an extract from the VMAA web site showing the fees for the 2012/2013 year.

VMAA Fee Structure

Fees For The Year 2012 / 2013

Clubs are reminded that it is a requirement that Date of Birth be submitted with ALL junior member applications. We also need your Email Address if you want the VMAA Newsletter electronically. This can be done through your Club when paying your fees It is also a requirement to supply Date of Birth for ALL member renewals

JUNIOR (UNDER 18 YEARS OF AGE)	HALF YEAR*	FULL YEAR
VMAA membership	\$13.00	\$26.00
MAAA membership	\$15.00	\$30.00
TOTAL FEE	\$28.00	\$56.00
SENIOR		
VMAA membership	\$26.00	\$52.00
MAAA membership	\$30.00	\$60.00
TOTAL FEE	\$56.00	\$112.00

Note: Half yearly fees only apply to new members, or to past members that have not been a member for more than 12 months

* Half yearly fees as of the 1st of January 2013



New MAAA Instructors in Club

By Nick Katsikaros.

Mat Werner and Nick Katsikaros attended the MAAA instructor's course at Greensborough Model Aircraft Club on April 28. It was run by Murray Ellis and Chris Caulcutt (and others who I apologise to as their names escape me). They supplied lots of good literature (instructor specific, general aerodynamics and modelling) and brought the MAAA trainers out for some practical instruction.

The course reviewed the literature provided earlier concentrating on basic aerodynamics, how to get new pupils started to minimise stress and maximise confidence, and how to judge pilots for their wings. The course was split between classroom talks with a written test and practical instruction and demonstrations using the VMAA trainers. Overall the course was very useful in getting an overview and consistent approach to training. Also the use of the students log book was discussed to allow training by more than one instructor with the minimum of repetition and confusion.

Mat unfortunately provided the incident of the day while demonstrating a Cuban eight for judging. As he pulled out of the final dive the wings separated from the fuselage of his trainer resulting in the fuselage spearing into the ground at speed with the wing fluttering down gently beside it. Inspection showed the trailing edge had split through the wing bolt holes. Mat is in negotiation with the manufacturers regarding a design change since it really needs some form of reinforcement in this area, ply doubler or fibreglass wrap.

At the end of the day everyone passed the course and BRMFC now has two more officially sanctioned instructors. Now all we need is more students!!



New Models seen at field

There have been a few new models at the field over the past month. A new model, doesn't matter what it is, always attracts attention. I guess it is the adrenalin rush of the test flight for the pilot spectators as well as the pilot/owner.

John McLennan's scale twin Airspeed AS.6H Envoy didn't survive the test flight on Sunday 29th April. John scratch built the model and fitted retracts and OS72α four strokes in what was a nice looking model. After some modifications to the port engine mount before the maiden flight the motors were running on song. John asked Mat to be the test pilot but unfortunately it lifted off prematurely with an abundance of power and while in a steep climb rolled to the right impacting on the starboard wingtip and cart wheeling. After it came to rest on its wheels the starboard engine was still running but uncontrollable as the radio gear was spread all over the strip. The outboard wing panels were torn away and the nose was shattered to the rear of the cockpit.

Commiserations John, you put a lot of work into it!

What went wrong? Maybe the CofG was too far back causing the early lift off, possibly a twist in the wing causing the roll, perhaps engine thrust lines contributed. One thing is for certain; if Mat was unable to control it then nobody else would have, so it was a fate accompli.



John McLennan's ill-fated twin. Did not survive test flight after violently climbing and rolling to right on takeoff.

John's other scratch built scale model which he had at the field on the same day flew very well under Mat's control once again and looked very realistic in the air. Not sure what it is called though. Hopefully John will be able to provide some info for the next newsletter. I'm sure he did tell me but I didn't write it down at the time.



Coming in for landing and from memory it was a greaser.



Taxiing back to the pits after a successful flight.

Jeff has been flying his Quickie 500 for a few weeks now and seems to be getting comfortable with it. With an OS40 LA (I think) it zips around the sky quite fast and keeps Jeff on his toes. Good to see some scratch building going on out there.



Our Secretary Jeff Dowsley with his scratch built Quickie 500. OS40 LA (I think) engine.

Wayne Goodwin has a new Extra powered by an ASP/Magnum 91 FS. Model seems to perform nicely and Wayne looks like he enjoys flying it. Wayne is also doing some building at the moment – he is working on a Top Flyte DC3 kit.



Wayne Goodwin with his latest sport model – an Extra with OS91FS power. Photo was taken on April 29th.

Wayne’s had the Extra out a few times experimenting with different engines so initially it flew with the cowl off but with it on the model looks quite smart.

If it’s big and has a petrol motor, good chance it belongs to Mat Werner. Mat’s latest is a YAK SP-55 and is powered by a DLE111 twin cylinder petrol engine. It

replaces the old Yak that sustained damage at our recent display when the engine coughed while doing 3D hovering. Mat’s had the model on the go for some time but had to pull out all the stops when the other one was put out of action.



Mat Werner with his latest, a YAK SP-55. Photo was taken on Sunday April 29th.

By the way, Max bought the wreck off Mat and hopes to have it flying shortly with his 3MM 53cc engine.

Peter Evans rocked up to the field on Sunday 20th May with an Sback aerobatic model. It is powered by an OS91FS. After the usual pre-flight checks it was all systems go. It tracked straight down the runway and lifted off normally although the climb out was steeper than I expected. The OS 91 pulled it up with no problems and for quite a long test flight where it was put through several manoeuvres and stall tests. Peter noticed the ailerons were too slow and elevators over sensitive other than that it flew quite well.

On landing it did want to float on which was exacerbated by the calm conditions.

The second and subsequent flights following some control adjustments and also familiarization with a new model made landing easier.



Club President Peter Evans with his latest – An Sback aerobatic machine with OS91FS power.



Up, up and away! The Sback had plenty of power to climb out on takeoff.



At the Field Sunday 20th May

Sunday 20th May turned out to be an excellent day for flying with little or no wind at all. A few degrees warmer would have been nice but hey we are approaching winter.



Len Astbury was making the most of it with his LA Special doing low level circuits around the field punctuated with aerobatics and touch & goes.



Those trees are a long way in the background although the photo is a bit deceiving.

I (Roger) decided to take my Super Stearman out to practice for the Vicscale Trophy coming up at Shepparton over the Queen's birthday weekend. Unfortunately it takes a fair bit of assembly making it a chore to use for a general Sunday flyer so it needs to be a good day to make

the effort worthwhile. Max managed to get a few shots for me.



East Kirkby LMA

By Glenn White.

AS most of you are aware I have just returned from holidaying in the UK and have been asked to share a few photo's taken over there. I was fortunate to be there for the running of the East Kirby LMA (Large Model Association) display. *The following photos reveal some very large and what appear to be highly detailed scale models. Ed.*





East Kirby is a small out of the way village in Lincolnshire that holds a few surprises mainly the Lincolnshire Aviation Heritage Centre where lives 'Just Jane' a fully restored Lancaster Bomber. Just Jane doesn't fly but is regularly put on display with all engines being fired up followed by an extensive taxi run.

On Saturday April 10th (Easter Saturday) the weather wasn't the best, cold and windy. We arrived there at about 10.00am and were surprised to see so many cars in the car park; the Lancaster sure draws a crowd. The taxi runs are advertised for 11.00am and 3.00pm, the LMA fly all day. You will see by the photo's the standard of the models was exceptional. I spent an hour or so checking out the models and found it hard to be the 'wrong' side of the fence.



It was quite a moving experience to stand virtually under the wing of the Lancaster when one by one the merlins roared into life. You can go to YouTube, type in Just Jane and turn the volume up.

For a mere £250 you can take a ride in one of the turrets or for £1.00 you can buy a raffle ticket and try to win the same thing.

If you ever get the chance to visit East Kirby, take it, as I'm sure you will be well pleased.

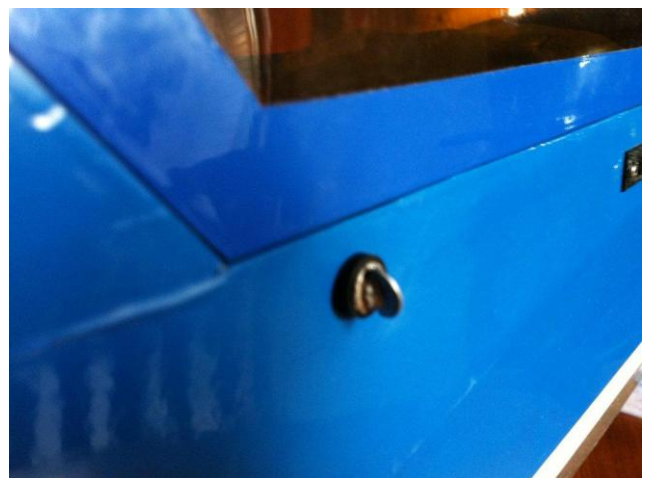


Tips & Tricks

Nick Katsikaros has been kind enough to provide us with a couple of interesting articles this month.

Thumb Screws (No we're not in to torture – yet)

On many kits bolts are used for holding down canopies, access hatches, etc. This means you need to have the right tools available to assemble your plane before flight. Bolts requiring Allen keys are particularly fiddly. A simple solution for many applications is to use "wing bolts" or "thumb screws" but these are not easily available in the smaller sizes.



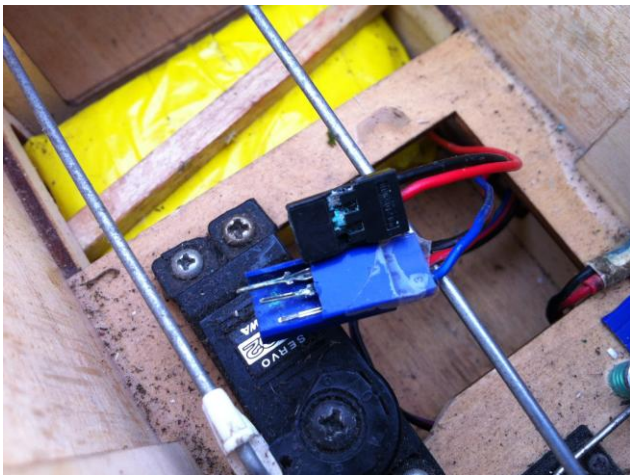
If you can solder then you can make your own neat "thumb screws" at any size by soldering half a washer onto the head of the bolt, as pictured on the canopy bolts for my Edge. Cut an appropriately sized washer in half and file the cut surface lightly to clean it. Then file a slot in the head of the bolt just deep and wide enough so the washer

will sit there. Heat it up with a soldering iron or small blow torch and hit it with a little resin core solder. The clean freshly filed surfaces mean the solder should flow easily and produce a nice neat job. But you can easily clean it up with a small file if required.

Nick's on fire – well almost!!!

Black Wire Corrosion (aka the Black Rot)

A few weekends ago I had a very lucky escape with my Boomerang. After the first flight of the day I was carrying it back to the pits and noticed all the servos were glitching. Connecting the voltmeter said 3.3V which of course meant that I was extremely lucky not to be picking bits of balsa out of the crop. The NiCad Rx battery had been charged the previous night on a fast charger with no indication of anything being wrong other than perhaps a higher than normal amount of auto discharge since the last charge.



On trying to disconnect the battery I found the connection was very tight and the plastic just broke away revealing that the terminals were covered in green verdigris (copper rust). Closer inspection showed the entire negative wire from the battery to the plug was badly corroded. This is the dreaded "black wire corrosion." Later I unwrapped and pulled the pack apart to find the cells showing signs of corrosion and some leakage. Needless to say I ditched the battery, the extension it was plugged into and checked the switch harness very carefully.

On searching the web I found the following explanation which fits with my own (professional) understanding of electrically driven corrosion. I have paraphrased it below but the full article is here: <http://www.modelflight.regheath.com/mf117/airspacest.htm>.

What is it?

BWC is corrosion of the copper negative lead of battery pack wiring which eventually corrodes the copper to a nasty black sludge. It is first seen as green verdigris around connectors but is not always immediately evident. It should be checked for regularly and corrected immediately.

What does it do?

BWC produces a resistance in the circuit which both reduces the charge accepted by the battery and limits the current that the receiver can draw. This means that your radio may seem to be working satisfactorily when first switched on, but the battery will drain very quickly and under load, the resistance of the wire causes the voltage to drop to a level where the receiver won't work. After the resultant disaster, you are likely to attribute it to radio interference since the radio will appear to be working perfectly, no servos are jammed and nothing appears to be wrong with anything at all!

What causes it?

It is generally agreed that in the first place, BWC stems from storage of your radio gear with the battery connected in damp conditions - so it can apply to a transmitter just as much as a receiver. If a wired-up charged battery is stored in these conditions this gives rise to a small current which produces acid and drives corrosion at the negative terminal of the battery. The negative lead then starts to corrode, running back from the battery pack towards the switch harness to the receiver. The copper wire loses its 'coppery' look and turns almost black as well as becoming brittle and inflexible. Those of us who 'layup' our models for a season may store them in an unheated garage or garden shed and this, unfortunately, is a perfect environment for BWC to occur!

Red Scholefield gives a more technical explanation on his famous website [R/C Battery Clinic](#).

What can be done about it?

There is no cure. The effected battery lead, connector, switch harness must be replaced.

To avoid it happening in the first place the ideal action to take if your model is going to be laid up for any length of time is to remove the battery pack and store it in a warm and dry environment as you probably already do for your transmitter.

If you cannot take this preventative measure, then you need to check the wiring from time to time, looking for signs of the corrosion at the battery terminal. If it's there, then your only option is to strip out the wiring and replace it, including the switch harness. Again, not particularly easy if the battery is difficult to access, but it may save you a lot of grief, and maybe money, later.



Events

Scale State Champs – 19th/20th May

Noel and Glenn went down to the State Field over the weekend for the two day Scale State Champs. Noel entered his new De Havilland Fox Moth in F4C and the venerable De Havilland Gypsy Moth in Large Scale. The Gypsy was flown using Noel's new 2.4GHz radio which will

eventually be fitted to the Fox Moth. (Noel and 2.4GHz, next thing there'll be an ARF!!!) For Noel this is a precursor to the world Champs in Spain during August where he has entered the Fox Moth in F4C.

Unfortunately the weather was unkind on the Saturday resulting in the day being cancelled and the event resorting to a single day on Sunday. Luckily the weather turned out nice allowing the comp to proceed. Going by the scores there were not very many entries, I guess many discouraged by Saturday's weather.

Glenn sent me a few photos taken from his phone so other than that I don't have any more details.



Gary Sunderland's Albatross came second in large scale.



David Law and Noel Findlay with their entries for the Scale World Champs to be held in Spain during August. David's model is a 1/4 scale Pitts S2A and Noel's as you should know by now is a De Havilland Fox Moth.

UNLIMITED						
F4C						
PILOT	MODEL	FLT 1	FLT 2	FLT 3	TOTAL	
Noel Findlay	FOX MOTH	2365.5	2563.5	no static score	2464.5	
Noel Whitehead	COGSAIR	✓	✓	✓		
Rob Dickson	BYISS	1810.5	2142		3891.25	(2)
Gary Sunderland	PFALZ	DNF	✓	✓	2524	(3)
David Law	PITTS S2A	2485.5	2541		5393.25	(1)
LARGE SCALE						
Noel Findlay	GIFFY MOTH	2356.5	2446.5		5076.5	(1)
Rob Dickson	TAISZH	1999.5	2025		4302.25	(3)
GARY SUNDERLAND	ALBATROSS	2064	2157		4580.5	(2)

AR						
PILOT	MODEL	FLT 1	FLT 2	FLT 3	TOTAL	
JOE FINNOCCHIO	SPARROW HAWK	1914	1993.5	✓	1953.75	
DAVID ANDERSON	MIRAGE GULF	1960.5	1855.5	✓	1908	
BRIAN RANBY	RV4	2109	2041.5		2075.25	(3)
Rob Macdonald	PC9	2217	1111.5		1664.25	
MARCO SCHNEIDER	BRONCO 010	2052	2328		2190	(1)
JAMIE MCCARTHY	EFFRA 260	1657.5	1747.5		1702.5	
GLenn WEEB	CASPER 152	2137	2124		2130.5	(2)



That blur in the upper left corner is Glenn's finger no doubt!!! David's Pitts S2A came 1st and is powered by a 100cc twin petrol motor.



Coming Events

Sausage Sizzle – Bunnings 1st December 2012



Good news!!! We've been allocated Sat.

1st December 2012 for our next Bunnings sausage sizzle. That's at least 6 months away so we have plenty of time to prepare. From

what I can see it's a pretty good date – doesn't clash with anything and it's the first day of summer as well.

A couple of month's beforehand, say early October, I'll start organizing a duty roster and reply to Bunnings confirming our attendance.

By the way, OfficeWorks are now holding sausage sizzles like Bunnings and are looking for community groups to run them.



Event Calendar

May 5 th	Annual Display Day – Lilydale
May 6 th	VFSAA Scale Rally Mini Comp – NMAA Rosebud
May 11 th /12 th	Autumn Scale Rally – TCMAC Albury
May 19 th /20 th	VICSCALE State Champs – NFG, State Field
May 19 th /20 th	MAAA Council Conference – Sydney
May 27 th	OS Engines Day – P&DARCS
June 9 th /10 th	VICSCALE Trophy – Shepparton
June 9 th /10 th	F3A Aerobatics Vic/SA – Mildura
June 17 th	F3A Aerobatics – Rosebud West
Sep 15 th /16 th	Mammoth Scale Fly-In – Shepparton
Nov 3 rd /4 th	Fun Fly – Ararat
Nov 24 th /25 th	Annual Fly-In and Swap Meet – Hamilton
Dec 1st 2012	BRMFC Sausage Sizzle – Bunnings Ballarat
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.

Some funnies?

PARAPROSDOKIANS: (Winston Churchill loved them.)

Here is the definition:

"Figure of speech in which the latter part of a sentence or phrase is surprising or unexpected; frequently used in a humorous situation." "Where there's a will, I want to be in it," is a type of paraprosookian.

1. Do not argue with an idiot. He will drag you down to his level and beat you with experience.
2. The last thing I want to do is hurt you. But it's still on my list
3. Light travels faster than sound. This is why some people appear bright until you hear them speak.
4. If I agreed with you, we'd both be wrong.
5. We never really grow up; we only learn how to act in public.
6. War does not determine who is right – only who is left.
7. Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.
8. Evening news is where they begin with 'Good Evening,' and then proceed to tell you why it isn't.
9. To steal ideas from one person is plagiarism. To steal from many is research.
10. A bus station is where a bus stops. A train station is where a train stops. On my desk, I have a work station.
11. I thought I wanted a career. Turns out I just wanted a salary.
12. Whenever I fill out an application, in the part that says, 'In case of emergency, notify:' I put 'DOCTOR.'
13. I didn't say it was your fault, I said I was blaming you.

14. Women will never be equal to men until they can walk down the street with a bald head and a beer gut, and still think they are sexy.
15. Behind every successful man is his woman. Behind the fall of a successful man is usually another woman.
16. A clear conscience is the sign of a fuzzy memory.
17. You do not need a parachute to skydive. You only need a parachute to skydive twice.
18. Money can't buy happiness, but it sure makes misery easier to live with.
19. There's a fine line between cuddling and holding someone down so they can't get away.
20. I used to be indecisive. Now I'm not so sure.
21. You're never too old to learn something stupid.
22. To be sure of hitting the target, shoot first and call whatever you hit the target.
23. Nostalgia isn't what it used to be.
24. Change is inevitable, except from a vending machine.
25. Going to church doesn't make you a Christian any more than standing in a garage makes you a car.
26. Where there's a will, there's relatives.

SCHNAUZER

My wife found out that our dog (a Schnauzer) could hardly hear, so she took it to the veterinarian. The vet found that the problem was hair in the dog's ears. He cleaned both ears, and the dog could then hear fine. The vet then proceeded to tell Andrea that, if she wanted to keep this from recurring, she should go to the store and get some "Nair" hair remover and rub it in the dog's ears once a month. Andrea went to the store and bought some "Nair" hair remover. At the register, the pharmacist told her, "If you're going to use this under your arms, don't use deodorant for a few days." Andrea said, "I'm not using it under my arms." The pharmacist said, "If you're using it on your legs, don't use body lotion for a couple of days." Andrea replied, "I'm not using it on my legs either. If you must know, I'm using it on my Schnauzer." The pharmacist says, "Well, stay off your bicycle for about a week."

