



NEWSLETTER – April, 2012

Committee 2011/2012

<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>	Matt Porter			
<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

The next meeting of BRMFC is to be held out at the flying field on **Wednesday April 25th 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.

***** ANZAC Day afternoon Fly and BBQ Tea before meeting *****

See article on page 2.

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. Annual Display 2012 post mortem

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) Relocation Sub-Committee
Nil activity.
- b) Camperdown Fun Fly
Mat Werner attended, but the day was very windy, with gas engines not permitted to fly due to the total fire ban.

8. General Business

- a) Wind Farm
Nil report for Lal Lal, but the company is suing Moorabool Shire.
- b) Field Maintenance
 - Max and Mat spread the gravel on the track, a great improvement.
 - Members noted that the sign at the drive entrance is dated and very faded.

Action: Gavin Gedye to be approached about repainting the sign.

c) Club History Compilation for Web Site

Murri is still collecting data.

- d) Trophy Shields
Matt Porter has obtained a quotation for another batch.
- 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
Allocated tasks:
- g) U Tube Channel
Nick Katsikaros will create an account on U-tube.
- h) VPA Pattern Aerobatics 14/15 April
Will need to staff the canteen. Members are welcome to enter. Jeff D. to manage the canteen. Check with Henry Hutchinson re breakfast on Saturday AM.
- i) Meeting location
BRMFC Flying Field As it is Anzac Day – a public holiday – members are invited to have a late afternoon fly and an informal BYO BBQ.



VMAA News

- 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.

- VMAA Executive continues to hold meetings at country clubs. The next country meeting is to be held at the Sunrasia club in Mildura on May 26th.
- Lethbridge Club – General enquiries at this stage with the aim of forming a new club near Lethbridge, approximately 5.8 Km from the Airport.



BBQ Tea on ANZAC Day

Our next meeting is on Wednesday April 25th ANZAC Day.

Seeing as it is a public holiday the plan is to have an afternoon fly followed by an early BBQ. It gets dark not much after 6PM now so we would have to be cooking by 5:15 – 5:30PM at the latest. ***I think we should say that if the weather is unflyable then the BBQ is off – most will have better things to do during the afternoon.***

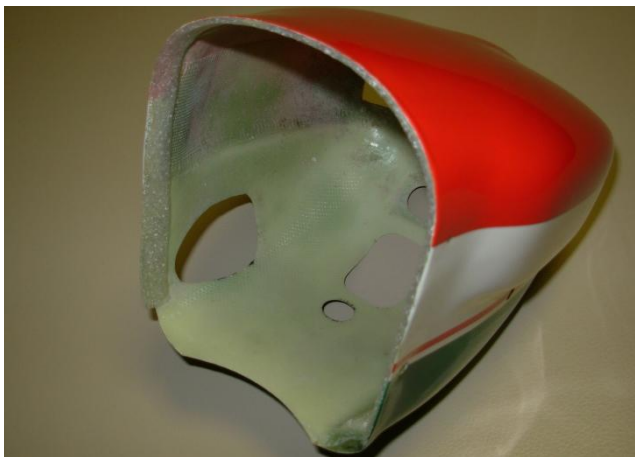
The club will bring sausages, onions and bread. If you want something different then it's BYO.



Tips & Tricks

I noticed the fibreglass cowl getting a bit loose around a couple of the four attaching screws on my old CAP 231. The screws had lost their grip in the ply fuselage doubler allowing a bit of movement and elongating holes in the cowl.

A few drops of cyano in the screw holes in the fuselage provided the screws their grip again. To fix the holes in the cowl is also a relatively simple repair. Just put a piece of masking tape over the hole on the outside of the cowl and then fill the hole from the inside with epoxy slightly layering up to give some thickness. Once set remove the masking tape and redrill the hole – hey presto all fixed.



Thin packaging foam used as a chafing barrier on fibreglass cowls. Also sticks well with contact adhesive.

I always glue a strip of thin foam to the inside of the cowl to prevent it chafing on the fuselage side. The foam

material I use is that 1.5 - 2mm thick foam they use to wrap electrical appliances. The fuel and oil doesn't affect it and neither does contact adhesive which sticks to it well. Also means when tightening the screws there is some load spreading under the screw head.

It was just as well I gave the cowl some TLC. After removal I noticed black oil around the carburettor mounting screws on the OS91FS and sure enough the screws were loose. And of course the engine has to be removed to tighten the screws. Grrrr.



Events

Annual Display & Fly-In 2012 – 25th March

This event always seems to creep up on us and this year was no exception. Unfortunately, early in the lead up we weren't able to attract someone to take charge of the event and as such it lacked a bit of coordination. This mainly affected the promotion of the event to the general public and was no doubt attributable to the lower than normal crowd given the excellent weather. During the previous two or three events Matt Porter coordinated the display which made a big difference so hopefully we can get someone to volunteer as the event coordinator next time. That doesn't mean he/she does all the work but needs to make sure the members assigned tasks fulfil them as required.



A line up of models on display early in the day.

Enough grumbling, let's get on with the good side to the event. On the day before (Saturday) we held a working bee to layout the field and do a general tidy up. In a way it's good that we hold events like this because it makes us do things we should attend to in any case, like give the kitchen a good scrub down. From memory there were a few showers Saturday morning and had that been the weather for Sunday it would still have been quite satisfactory. By early afternoon we had everything laid out and the field looked a picture.

Sunday morning came and there wasn't a breath of wind. I had the trailer full of models all packed the day before and arrived at the field at 7:30AM only to be pipped by; you guessed it – Mat Werner. Mat was unloading and assembling his five models. It wasn't long before several other members arrived and we all went about our

business setting up models to fly and also for static display. By around 9AM visiting pilots started to arrive. All clubs send out invitations to modellers in other clubs but you never know how many are going to turn up. Of course attendance is very much weather dependent but on this day the Gods (I said Gods – you’ve got to keep everyone happy these days!!!) were going to be kind to us. The forecast was for a light south westerly breeze and that’s pretty much how it turned out. Only a bit more sunshine would have topped it off.

We set up the tent for the transmitter pound on the western end of the compound on the flight side of the fence back a bit so as not to restrict spectator viewing. Pilot registration proceeded and shortly before 10AM Graeme Allen conducted the pilots briefing where an outline of the days flying was presented along with reminding everyone of the safety aspect.

As soon as the pilots briefing was over display flying commenced in earnest. With the great conditions everyone was ‘champing at the bit’ to get in the air and strut their stuff. Early strutters were Mat Werner and Steve Green followed by several other members and visitors.

By this time a few spectators were beginning to arrive but as mentioned earlier not as many as we would have liked. Nevertheless there was a constant stream of cars in and out and those who attended I’m sure enjoyed the spectacle.

One moment that I remember happened when I was flying my Super Stearman. Mat took off with his now “old” Yak to do some 3D hovering but he was so anxious to hover that he attempted it as soon as the Yak took off. Unfortunately the engine being cold coughed in the vertical attitude only a metre or two from the runway and it dropped onto its nose. From a distance it didn’t look all that bad but of course the engine mounting support structure was shattered. That wasn’t all that was shattered!!! To my knowledge it was the only incident during the display.



Tony Grieger from P&DARCS flew his World Models 1/3 Scale ARF Super Cub in a very scale like manner and was a regular in the air throughout the day. Model is powered by a Zenoa 80cc twin petrol engine. Back home, the Super Cub is used mainly for glider towing.



Tony Grieger’s Super Cub looks very realistic in flight.



My (Roger Carrigg) Super Stearman powered by an OS200FS on a landing approach. I have to say I really enjoyed my flights on that day!!!



Kevin Curwood (Ballarat Aero Modellers) Align 600 electric powered helicopter, was a standout performer.



Steve Green’s electric powered Bell 429 helicopter doing a hover demonstration. Steve’s attendance was very much appreciated; he puts on a good show for the spectators.



Geoff Watson from Warrnambool is assisted by fellow club member Ken Perrett.

We had quite a turn up of models on display from both our local members and visitors alike. Before I forget, a quick check through the pilot entry forms reveals we had visitors from Bellarine, P&DARCS, Camperdown (Corangamite MAC), Hamilton, Ararat, Warrnambool, Greensborough, Geelong, Bacchus Marsh and Ballarat Aero Modellers (Haddon). On behalf of the President and members I would like to thank all the visiting pilots for attending and helping BRMFC put on a show for the public. It is important that we showcase our sport/hobby at every opportunity if we are to grow or at least maintain our numbers.



In between being a flight line marshal Noel Findlay managed to get in several flights with his long standing De Havilland Gypsy Moth. Noel picked up the coveted Pilot's Choice award.



Moss Heard from Ararat about to takeoff with his Great Planes P47 – model is powered by a DLE55. Moss got the Best Military award with the P47.

Throughout the day we managed to keep models in the air most of the time. There may have been one or two

quite moments. Mat Werner did a few aerobatic displays with his big Extra 260 and also a couple of lolly drops for the kids with his big Stik. Steve Green from P&DARCS and RCM News magazine thrilled the crowd with his Decathlon doing low level tight manoeuvres, side slips, touch & go's etc. Steve also had a helicopter and a couple of smaller electric models in his arsenal.



Mat fuelling up the big Extra 260, no doubt for one of the IMAC (International Miniature Aerobatic Club) aerobatic routine demonstration flights he put on.

The canteen was run by Judy Rowan and with her band of helpers provided the spectators and participants with food and drinks all day long. The hamburgers were delicious as I remember. Many thanks to Judy and staff for a job well done, your continued help next year would be very much appreciated.

Murri Anstis as usual ran the 'swap tent' from the shed where we also were selling the raffle tickets. (See paragraph further on about the raffle)

The day continued on until shortly after 3PM when we drew the raffle and handed out the prizes. We gave out goody bags to all pilots in appreciation of their support and presented trophies for some chosen categories.



BRMFC President Peter Evans is presenting Moss Heard from Ararat with trophy for Best Military – P47.

The recipients of the trophies are:

- Best Military: Moss Heard from Ararat with his ARF P47 Thunderbolt (Jug)

- Best Civilian: Tony Grieger P&DARCS, World Models 1/3 Scale ARF Super Cub, Zenoa 80cc twin.
- Best Aerobatic Display: Mat Werner, Composite ARF 40% scale Extra 260 running a DLE 170cc.
- Best Static: Len Astbury's scratch built twin of his own design.
- Pilots Choice: Noel Findlay, 1/4 scale De Havilland Gypsy Moth.



Tony Grieger (P&DARCS) receiving trophy for Best Civilian – Tony flew the 1/3 scale Piper Cub.



Mat Werner deservedly picked up Best Aerobatic Display. He enthralled the crowd with many impressive flights with his Extra 260.



Len Astbury impressed the judges with his twin engine model in the static category. The model has been featured extensively in the newsletter before in an article on its flight capabilities. See the online [May 2011 newsletter](#).



Noel still with his flight marshal vest on received the Pilot's Choice award with the venerable Gypsy Moth.

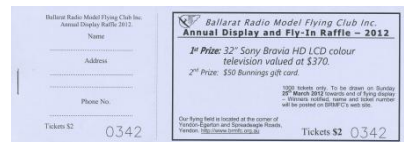
In wrapping up this write up the club thanks all who participated in the display. It is amazing how many it takes to cover all the tasks that arise from manning the gate, running the canteen, selling raffle tickets, managing the flight line, all while trying to keep planes in the air as well.

Let's hope we get good weather next year and with a renewed focus on marketing the event in Ballarat well beforehand, we attract a much larger crowd.

Annual Display & Fly-In Raffle 2012

This year we decided to raffle non modelling prizes. It was felt that we had done the Boomerang Trainer to death and it was time for a change.

Richard Turner and Secretary Jeff Dowsley organized the purchase of a 32" colour television and a \$50 Bunnings



Gift voucher. Once the prizes were organized tickets were printed and handed out to

members to sell. Unfortunately they only went on sale a couple of weeks before the event resulting in fewer tickets being sold than has been the case on previous occasions.

The Annual Display and Fly-In Raffle – 2012 was drawn at 3:15PM on Sunday 25th March 2012 towards the end of our flying display in front of the aero modellers and spectators.

First prize (a 32" Sony Bravia HD LCD colour television) was won by A. Lewis of Mt Clear with ticket No. 0381. Second prize (a \$50 gift voucher from Bunnings) was won by P. Watkins of Soldiers Hill with ticket No. 0074. The winners were not present at the draw but arrangements were made to pass on the prizes to both recipients.

The club would like to thank all who supported the raffle and our flying display.

VPA Model Engines Trophy 2012 – 14th/15th April

The Victorian Pattern Association (VPA) has been staging the Model Engines Trophy at our field for at least 15 years now. I know it goes back to the Bowes Road Ross Creek field several years before we moved to Spreadeagle Road.

It was traditionally held late January/early February but the potential for a fire ban day cancelling the event saw it move out later in the year. On average the VPA has been very lucky with the weather over the years for this event – in fact I should ask Henry to pick a date for our annual display that way we are pretty well assured of good weather!!!

This year it was encouraging to see two local members competing. Mat Werner managed to get a pattern ship ready just in time powered by an OS110 alpha FS that he happened to have on hand. From what I was told the test flight was first thing Saturday morning. Nick Katsikaros also competed with his Edge 540 on Sunday only.

Many of the contestants came up on Friday and went out to the field for practice flights taking advantage of the perfect conditions. Henry Hutchinson always lays out the field for judging purposes on the Friday in readiness for an early start on Saturday.

Bob Hurst who I have known since the late 1960's brought his camper trailer and set up house for three nights heading back to Phillip Island on Monday morning. Back then we flew at the D&DARCS (now P&DARCS) field in the Police Paddocks Brady Road, North Dandenong. The patch where we used to fly is still there today and is used for some other sports. I can't get over how small it is having seen it recently but then again a big model back then had a 60 size motor.

Going by the results further on, the event attracted 23 entrants amongst the four categories ranging from Sportsman to F3A (beginner to guru.) Sometimes they fly two flight lines to get through all the flights but that wasn't the case on this occasion. Maybe there weren't enough judges etc to do so and I notice only four flights per contestant instead of six. No doubt six would have been achieved with two flight lines.



Here's a panoramic shot of the flight line to give an idea of what was happening.

Richard Turner had the field looking picture perfect with the grass cut nice and short which is necessary for the small wheels on the pattern models. I know they want to keep the weight down but bigger wheels would be more practical and suit a wider range of fields.

Jeff Dowsley, Richard Turner and Peter Evans manned the canteen on the Saturday. I (Roger) came out to assist over the lunch time period and was also rostered on for Sunday. On Sunday Doug Wallis and I served while Kevin Giddins did the BBQing. Both Doug and Kevin are new members and their enthusiasm and willingness to help is much appreciated. We know the visitors appreciate the service provided by the canteen.

The weather was very pleasant both days with temperatures in the low 20's and a northerly breeze. That meant that with the flight line setup, flights were performed with a crosswind component but on the plus side the sun is behind the pilots. On Sunday the wind was a lot lighter and produced excellent flying conditions.

It was interesting in the canteen chatting to our visitors. We find the pattern guys a very convivial bunch and a pleasure to mix with. They are only too pleased to discuss the finer points of their special interest in our beloved hobby.



Fernando Monge (centre), assisted by Henry Hutchinson (right), is presenting Mat Werner with 3rd place in Sportsman category.



Glenn Orchard from the Sunraysia Club in Mildura was the outright winner clinching 1st place in F3A and also won the Model Engines Trophy.

The results reveal 90 judged flights were conducted over the two days and to my knowledge incident free. Having said that, I did see the landing gear collapse on one model on Sunday afternoon, reinforcing my earlier comment about the wheels being too small.

By around 3PM all competition flights were over which were then followed by the presentations. Fernando Monge made the presentations assisted by Henry Hutchinson. Our Mat Werner managed 3rd place in Sportsman class which was a credible score for a first time entry. Nick's scores were also quite good although he only competed on Sunday. Well done guys for representing BRMFC.

In closing we must thank the VPA for the very kind donation to the club coffers. They do this to show their appreciation for the use of our field over the two days. We wish the VPA members every success as they conduct similar events around the state which I understand is on a monthly basis. No doubt we will see them again next year.



Event Calendar

- April 1st VFSAA Sportscale, ARF & Giant Scale – P&DARCS
- April 12th – 20th MAAA Nationals – Western Australia
- April 14th/15th F3A Pattern Aerobatics Ballarat – Yendon**
- April 27th – 29th WW2 & Military Scale Comp – Wagga Wagga
- April 29th VFSAA Sportscale & ARF – Yarra Valley (Formerly Croydon)
- May 5th Annual Display Day – Lilydale
- May 6th VFSAA Scale Rally Mini Comp – NMAA Rosebud
- May 11th/12th Autumn Scale Rally – TCMAC Albury
- May 19th/20th MAAA Council Conference – Sydney
- May 27th OS Engines Day – P&DARCS
- June 9th/10th VFSAA Trophy – Shepparton
- 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.

With all the modelling stuff, this section is a bit light on this month. Sorry to those who enjoy. Ha ha.

Reflection

A woman awakes during the night to find that her husband was not in their bed. She puts on her robe and goes downstairs to look for him. She finds him sitting at the kitchen table with a hot cup of coffee in front of him. He appears to be in deep thought, just staring at the wall.

She watches as he wiped a tear from his eye and takes a sip of his coffee. "What's the matter, dear?", she whispers as she steps into the room, "Why are you down here at this time of night?". The husband looks up from his coffee, "Do you remember 20 years ago when we were dating, and you were only 16?" he asks solemnly.

The wife is touched to tears thinking that her husband is so caring sensitive. "Yes, I do" she replies. The husband paused. The words were not coming easily. "Do you remember when your father caught us in the back seat of my car?" "Yes, I remember" said the wife, lowering herself into a chair beside him.

The husband continued. "Do you remember when he shoved the shotgun in my face and said, either you marry my daughter, or I will send you to jail for 20 years?" "I remember that too" she replied softly. He wiped another tear from his cheek and said....."I would have gotten out today."



Some more Annual Display photos – I have so many it is hard to choose which ones to include, not enough space.



Gary Sunderland with his WW1 German Albatross.



Tim Carter's Pete & Poke which he has built from a Sig kit from memory. Small Saito four stroke up front.



Peter Ralston from the Bellarine Club flew his scratch built Pilatus Porter PC-6. Model has an 80" wing span and is powered by an OS55AX. Given its size it performed well with the smallish engine – must be light.



Model Engines Trophy 2012 **Final Results** Held 15/04/2012

Competitor	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
Advanced							
1 Greg Hede	1000.00	1000.00	1000.00	1000.00	0.00	0.00	3000.00
	322.33	318.67	363.33	360.33	0.00	0.00	
2 Russell Edwards	980.35	415.27	983.49	963.92	0.00	0.00	2927.76
	316.00	132.33	357.33	347.33	0.00	0.00	
3 Jason Sparks	876.94	997.91	860.55	927.85	0.00	0.00	2802.69
	282.67	318.00	312.67	334.33	0.00	0.00	
4 Peter Newman	916.24	904.81	798.17	854.76	0.00	0.00	2675.81
	295.33	288.33	290.00	308.00	0.00	0.00	
5 Peter Stapleton	781.80	983.26	803.67	849.21	0.00	0.00	2636.15
	252.00	313.33	292.00	306.00	0.00	0.00	
Expert							
1 Ben Biggs	974.36	998.21	1000.00	542.88	0.00	0.00	2972.57
	354.67	372.67	389.67	204.67	0.00	0.00	
2 Peter Hill	1000.00	955.36	913.60	980.55	0.00	0.00	2935.90
	364.00	356.67	356.00	369.67	0.00	0.00	
3 Gavin Wallis	971.61	906.25	954.66	1000.00	0.00	0.00	2926.27
	353.67	338.33	372.00	377.00	0.00	0.00	
4 Bob Hurst	929.49	921.43	970.06	972.59	0.00	0.00	2872.14
	338.33	344.00	378.00	366.67	0.00	0.00	
5 Rob Clarke	917.58	933.04	981.18	897.44	0.00	0.00	2831.80
	334.00	348.33	382.33	338.33	0.00	0.00	
6 Henry Hutchinson	927.66	1000.00	822.93	884.17	0.00	0.00	2811.83
	337.67	373.33	320.67	333.33	0.00	0.00	
F3A							
1 Glenn Orchard	1000.00	1000.00	1000.00	987.19	0.00	0.00	3000.00
	437.33	449.67	440.00	436.67	0.00	0.00	
2 Bill Bloodworth	998.48	985.92	1000.00	961.57	0.00	0.00	2984.39
	436.67	443.33	440.00	425.33	0.00	0.00	
3 Matthew Bailey	924.54	938.47	954.55	1000.00	0.00	0.00	2893.02
	404.33	422.00	420.00	442.33	0.00	0.00	
4 Dennis Travassaros	909.30	912.53	872.73	852.30	0.00	0.00	2694.55
	397.67	410.33	384.00	377.00	0.00	0.00	
5 Tom Bloodworth	793.45	765.75	759.09	799.55	0.00	0.00	2358.75
	347.00	344.33	334.00	353.67	0.00	0.00	
6 Fernando Monge	740.09	718.31	769.70	830.45	0.00	0.00	2340.23
	323.67	323.00	338.67	367.33	0.00	0.00	

Competitor	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
1 Will Crossman	1000.00	946.26	1000.00	1000.00	0.00	0.00	3000.00
	180.00	164.33	177.33	180.00	0.00	0.00	
2 John Kalaitzakis	903.70	846.45	894.74	933.33	0.00	0.00	2731.77
	162.67	147.00	158.67	168.00	0.00	0.00	
3 Mathew Werner	840.74	942.42	892.86	874.07	0.00	0.00	2709.35
	151.33	163.67	158.33	157.33	0.00	0.00	
4 Wally Grembecki	920.37	846.45	941.73	838.89	0.00	0.00	2708.55
	165.67	147.00	167.00	151.00	0.00	0.00	
5 Ted Knowles	783.33	1000.00	847.74	759.26	0.00	0.00	2631.08
	141.00	173.67	150.33	136.67	0.00	0.00	
6 Nick Katsikaros	0.00	0.00	751.88	729.63	0.00	0.00	1481.51
	0.00	0.00	133.33	131.33	0.00	0.00	



And a few more from our open day.



Steve Green's Super Cub. Does great side slips.



Peter Ralston's Pilatus Porter PC-6. A very nice scratch built model.



John Lamont's Spacewalker in the start up box. An old campaigner – the model I mean!!!



Is it a bird or is it a plane? Yes it's a bird and being flown by Doug Wallis.