



NEWSLETTER – February, 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) |
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| <i>Publicity Officer:</i> | Matt Porter | | | |
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The next meeting of BRMFC is to be held out at the flying field on Wednesday February 22nd 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.

***** Our Annual Display is to be held on Sunday 25th March *****

Agenda Items for the next meeting

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

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

Jeff Dowsley made contact with City of Ballarat, and raised the possibility of the VMAA requiring a second state field, and if located in Ballarat, would attract more tourism. Planning referred the request to Special Events, who have referred the request back to Planning.....

Max Rowan spoke to Peter McErvale, a real estate agent, who has a considerable number of properties listed.

ACTION: JD to contact the VMAA secretary for further details – area, strip lengths, services, etc.

b) Xmas Function

Most successful function, especially due to the presents sourced and prepared by Max and Judy Rowan.

A vote of thanks was passed by acclaim.

c) Bunnings Sausage Sizzle

A successful day, but takings way down on previous years. The New Year's Day crowds were much lighter than Boxing Day.

General Business

a) Wind Farm

Nil report.

b) Field Maintenance

- Mower has been serviced and blades sharpened.
- Rabbits have burrowed in under the Canteen ramp and made a mess. Mat will investigate a solution. (That has been done.)

c) Club History Compilation for Web Site

Nil report.

d) Trophy Shields

Mat Porter will obtain 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

JD advised that the Display Day Application has been sent to VMAA. JD noted that BRI advised in December that the banner sites were booked out for 2012, and that we should apply for 2013 now.

Todo List:

- Jeff D to contact 3BA, (Mike Cooper), Ballarat News, Courier, TV Community Noticeboards.

- Raffle? Prizes? – sponsorships. Book stall at Wendouree Village, Central Square?
- (prize – 1. TV, 2 .Gift Voucher JBHiFi/Bunnings, 3. Multiplex Gold Pass) Dick Turner to co-ordinate.
- Small plane raffle for pilots on the day?, \$100 of giveaways for pilots. Nick – Jeff D
- Tent for transmitter pound?
- Food – Snags, hamburgers, dim sims, lettuces, tomatoes, onions, beetroot. Contact Matt Porter for quantities.
- Cans of Drink – Roger C
- Mars bars – Nick K
- Lollies for lolly dropper – Mat Werner
- Sound System – Glenn White
- Advise Fiskens? Max Rowan
- Working Bee to clean up and erect bunting and signs.
- Rosters for Transmitter Pound, Gate, Canteen.

g) U tube Channel

Nick Katsikaros will create an account on U-tube.



VMAA News

- **Control Line Circle at Albury** – With some provisos the VMAA Executive has agreed to maintain the control line facilities situated on the TCMCA field at Albury.
- **Country Meetings** – The VMAA Executive has two country meetings scheduled: 26th/27th May at Sunraysia Aeromodellers (SAMS – Mildura) and the 4th/5th August at Cohuna.
- **Frequency Board** – The VMAA is donating a Silvertone Frequency Board to the Seymour club to help out as they get their new field at Hildene operational.
- **Public Display Applications** – VMAA Executive has approved 13 public display applications at the February meeting.
- **MAAA Membership System** – The MAAA has prepared a draft tender document for the proposed new membership system. The VMAA Executive moved that the draft document be accepted.
- The VMAA Executive has agreed to a request from the NSW FFS (Free Flight Society I suppose) for a donation or \$440 to assist bringing out two professional free flight modelers to Australia. This will go towards making up the MAAA shortfall of \$2400.
- **New Club** – The Mitchell Fixed Wind Aero Club has been formed and accepted as an affiliate club following a break away from the Seymour club.
- **Newsletter** – The next VMAA newsletter is due out on the 1st March.
- **State Fields** – The Bairnsdale club has found an alternative parcel of land that they hope will meet the requirements of a State Flying Field.



New Models seen at field

Whilst these are not exactly new models, what they are engaged in is new to the field for a run of the mill Sunday morning. It was Sunday 29th January and Nick is being tugged aloft by Mat's Big Stik. The 50cc twin petrol powered Big Stik made light work of Nick's glider. Both tug and glider have release mechanisms for safety reasons. In this case Nick decided when to release after gaining considerable height and soared around looking for thermals. However, not being able to find any the flight was over in a few minutes. Nick then needed another tug to get back in the air.

Apparently Mat went to the Ballarat Scale Aerotow at the Haddon field on Sunday 19th February. No doubt we will hear all about it in due course.



Mat's Big Stik is hauling Nick's glider aloft.

Sunday 19th February was an absolutely perfect day for flying being warm with little or no wind. Two new models appeared on the scene.

Max had a Spitfire built from a kit that he purchased down at Hamilton late last year. He has fitted an ASP61 FS which seems to provide adequate power. The model flew quite well although Max said it was a bit touchy on elevator which may indicate tail heaviness. He proposes to fit electric retracts which will increase the all up weight somewhat. This may necessitate a larger engine to maintain performance.



Max with his new ASP61FS powered Spitfire.



Max's new Spitty on landing approach.

Gavin Gedye also had a new model that he recently finished at the field today – one that was started back in 2007. It is a 1/5 scale Piper Cub J3 scratch built from modified Dan smith plans. The Cub is from the old school of construction using tissue and dope. This traditional technique certainly keeps the weight down and contributes to a model that flies and performs well.



Gavin and his recently finished 88" scratch built Piper Cub J3.

Wing span is 88", power is provided by a Saito 50 four stroke (Black & Gold) and the all up weight is a meagre 6½ lb. This is a pretty good combination for a model that will fly well and fly well it does. As a matter of fact it flew very much like Len Astbury's LA Special with plenty of low level turns and low passes. Unfortunately I didn't get an airborne shot this time.



No doubt we will see a lot more of this model and it will be a valuable addition to the model line up at our up and coming annual display.



Crash Report

Nothing to report and that's the way we like it!!!



Big Stearmans

If you like big models and in particular PT17 Stearmans, then checkout this YouTube link. Model is powered by an 800cc 7 cylinder radial. I guess it is at least 50%scale.

<http://www.youtube.com/watch?v=8nGzyO2X6XA>

After looking at this I think I'll leave mine in the trailer!!!



Tips & Tricks

OS200FS Tune Up

During the VICSCALE event at Albury in late August last year I (Roger) wasn't happy with the way the OS200FS was performing in my Super Stearman. After a few minutes into each flight the power dropped off like it was overheating. Following that event I decided not to fly it anymore until the reason was identified and rectified. It seemed to me that something must have changed in the engine. The engine setup in the plane, fuel, propeller etc. hasn't changed – it has done some 85 flights and always performed reliably.

The engine was removed from the plane and the head taken off and disassembled. There was considerable carbon build up around the exhaust valve and exhaust outlet in the head. The muffler was also disassembled to check for carbon build up around the baffle plate and outlet. This is when I noticed the header pipe extended over to near the far wall of the muffler.

In this installation I wanted the muffler as close to the engine as possible. The exhaust header pipe was screwed as far into the muffler as would allow so that spanners could be located on the lock nuts.

With the header pipe screwed into the head as far as possible then backed off half a turn and the muffler as close as possible to the head meant the header pipe was about ¾ of the way across to the far wall of the muffler. I reasoned that this might be causing some back pressure problems at full power.

Time for reassembly! Three identifiable issues were addressed in an effort to cure the drop off in power.

1. The carbon build up was scraped off the exhaust valve and from the exhaust port in the head. For this I used an old Exacto knife blade. The valve is hardened so it doesn't scratch the valve itself. Care must be taken with the aluminium head so as not to cause damage to the valve seats. (I

guess the carbon build up is coming from the castor in the 50/50 Castor/Synthetic oil fuel blend.)

- 2. 12mm was cut off the header pipe so it did not extend so far into the muffler.
- 3. Valve clearances were adjusted using the OS valve adjusting kit – the ‘no go’ feeler gauge easily slipped between the rocker arm and valve stem before adjustment.

I hoped that the combined effect of the three issues addressed would solve the problem. The Stearman had three flights at the State Field on Saturday February 4th where it seemed to run okay – I didn’t notice any drop off in power and it was a fairly warm day.

I’ve had this carbon build up in my other four strokes – maybe it’s time to give the castor away or cut it back to say 25%.



Events

VICSCALE – State Field 4th February

Saturday the 4th Feb saw the running of the VFSAA Sport Scale and ARF event at the State Field. Three of us went from Ballarat; Noel, Roger and I (Glenn). We left at 7.00.am from Roger’s planning to be there before 9.00am however we had to take it a little slower as between Bacchus Marsh and Gisborne there were a number of dead kangaroos. We had one jump out in front of us on the Mullalys Road Bolinda, a bit of a scare and looking in the rear view mirror saw it hopping along the road in front of Noel.

On arrival at the State Field we were met with a fairly strong wind coming from the north. I think that the State Field has a bit of a reputation for being windy, something to do with the Kilmore gap not far away. Two or three pilots opted not to fly in the wind mainly due to the turbulence caused by the large trees on the northern perimeter of the field.



Noel Whitehead’s winning Corsair is far right.

Noel had his Gypsy Moth, Roger his Super Stearman and P39. I just went along for the ride (I’m between models at the moment!). The wind made it difficult for Noel and the Gypsy; fortunately it was straight down the runway.



Some of the models entered. The field facilities are excellent with plenty of outside tables.

ARF was first to fly with 11 entries, the sun still being low made for some interesting manoeuvres catching some of the pilots out. Roger tried to do his Stall turn down wind to miss the sun, the stall happened but the turn didn’t resulting in an ugly tail slide and fallout. Most scores were well down due to the conditions. It was nice to see a Mew Gull compete (I think Glenn fantasized that it was his!!! Ed.), David Anderson did a good job with his, coming in third place. If he can nail the landings watch out.



Noel is relaxing in the sun waiting for his turn to fly. Note the tie downs on the ever faithful Gypsy Moth.

Noel struggled with the Gypsy and put in a reasonable couple of flights giving him second place behind Noel Whitehead with his Corsair. There were eight entries in scale, David Law had the highest flight score for the day with his Pitts but only flew one round.



David Law’s ¼ scale Pitts S2A, powered by a 100cc twin. Model is entered in this year’s world scale champs to be held in Spain during August.

David has entered the Pitts in the World Scale Champs to be held in Spain during August this year and naturally doesn't want to risk the model unnecessarily – it's a matter of practice versus preservation. Our Noel Findlay is also on the team with his soon to be test flown De Havilland Fox Moth.



Snapped this shot just as the David's Pitts kissed the strip.

With the exception of the wind it was an enjoyable day a tad on the hot side but there were plenty of cold drinks and good food. We must also thank the Northern Flying Group for hosting the day and particular mention must go to those members who helped out in the canteen.

When Glenn sent this article to me he suggested you might like to comment on your s#\$%house flying. Well in a nutshell it was s#\$%house – I just put it down to the natural aging process. On the bright side the OS200FS in my Super Stearman ran well after some maintenance carried out since the last scale meet I attended. See Tips & Tricks for the write up.

It is also pleasing to report that there were no accidents during the competition – apart from my flying that is.

The results are tabled below in order of placement. Cliff Mclver who put on an excellent performance was the runaway winner in ARF.

ARF results

| Entrant | Aircraft | Rnd 1 | Rnd 2 | Total | |
|-----------------|--------------|-------|--------|---------|------------------|
| Cliff Mclver | Extra 260 | 2314 | 2313 | 2313.5 | 1 st |
| Mario Schembri | Bronco | 2076 | 1971 | 2023.5 | 2 nd |
| David Anderson | Mew Gull | 1979 | 1831.5 | 1905.25 | 3 rd |
| Haydn Hampson | Zero | 2038 | 1744.5 | 1891.25 | 4 th |
| Paul Winter | Yak 54 | 1847 | 1783.5 | 1815.25 | 5 th |
| Roger Carrigg | Stearman | 1933 | 1602 | 1752.5 | 6 th |
| Tony Greiger | Gee Bee | 1643 | 1681.5 | 1662.25 | 7 th |
| Joe Finocchiaro | Sparrow Hawk | 1574 | 1521 | 1547.5 | 8 th |
| David Law | PC9 | - | 2191.5 | 1095.75 | 9 th |
| Rob Dixon | Sea Fury | 1849 | - | 924.5 | 10 th |
| Gary Sunderland | Me 109F | 1418 | - | 709 | 11 th |

Scale results

| Entrant | Aircraft | Rnd 1 | Rnd 2 | Total | |
|-----------------|------------------|-------|-------|--------|-----------------|
| Noel Whitehead | Corsair | 2316 | 2233 | 2275.5 | 1 st |
| Noel Findlay | Gypsy Moth | 2238 | 2250 | 2244 | 2 nd |
| David Balfour | Curtiss Robin | 2195 | 2239 | 2217 | 3 rd |
| Brian Whelan | Druine Turbulent | 2106 | 1978 | 2042 | 4 th |
| Roger Carrigg | P39 | 1685 | 2284 | 1984.5 | 5 th |
| David Law | Pitts S2A | - | 2346 | 1173 | 6 th |
| Rob Dixon | TA 152 | 1461 | - | 730.5 | 7 th |
| Gary Sunderland | Bristol Scout | - | - | - | 8 th |

This was a great item to have at the field. Maybe we should look at getting one to assist members carting flight boxes etc between the field and car park.



No it definitely doesn't fly!!! Made it easy though to cart all our stuff to and from the field.



Coming Events

Annual Display – 25th March

A lot of behind the scenes lead up work has been done. Jeff is organizing some publicity but unfortunately this year we were unable to secure sites for our advertising banners during the weeks leading up to the event.

The event will hopefully be advertised on local media under their community events programs.

The VMAA public display permit has been approved – this time more detailed maps of the flight line were required.

Pilot invitations will be sent off ASAP.

The raffle prizes are being organized and tickets will be available very soon.

A work roster for the open day will be put together shortly.

Remember we need all hands on deck for this event and all the models we can muster for flying and static display.

The meeting on Wednesday (25th February) will be the last meeting before the event. Please try and make it

along so that all the necessary arrangements and decisions can be made.



Event Calendar

- February 4th (Sat) VFSAA Sportscale & ARF – State Field
- February 19th Ballarat Scale Aerotow – Haddon Field, BAMC
- February 26th VFSAA Sportscale & ARF – Yarra Valley (Formerly Croydon)
- February 26th Leura Fun Fly – Camperdown
- Mar 2nd – 4th Fun Fly & Fly In – Warrnambool
- March 18th Monty Tyrell Scale Rally – P&DARCS
- March 18th Keilor Open Day – Keilor
- March 25th BRMFC Annual Open Day – Yendon**
- March 25th Twins & more – State Field
- Mar 31st/Apr 1st VMAA Trophy – State Field
- 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
- May 5th Annual Display Day – Lilydale
- 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

(Note: The VMAA calendar can be downloaded from http://www.vmaa.com.au/site/index.php?option=com_remository&Itemid=86&func=select&id=3)

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.



*This Contains
Adult Material.
Read It, Delete It,
But Don't Give
Me Any Crap
About It!*

Dynamite

The body builder takes off his shirt and the blonde says, 'What a Great chest you have!'
He tells her, 'that's 100 lbs of dynamite, Baby.'



He takes off his pants and the blonde says, 'what massive calves you have!'



The body builder tells her, 'That's 100 lbs. of dynamite, Baby.'

He then removes his underwear and the blonde goes running out of the apartment screaming in fear.

The body builder puts his clothes back on and chases after her.

He catches up to her and asks why she ran out of the apartment like that.

The blonde replies, 'I was afraid to be around all that dynamite after I saw how short the fuse was!'



The Emu and the Truckie

An Aussie truckie walks into an outback cafe with a full-grown emu behind him.

The waitress asks them for their orders.



The truckie says, 'A hamburger, chips and a coke,' and turns to the emu, 'What's yours?' 'Sounds great, I'll have the same,' says the emu.

A short time later the waitress returns with the order 'That will be \$9.40 please', and he reaches into his pocket and pulls out the exact change and pays.

The next day, the man and the emu come again and he says, 'A hamburger, chips and a coke.'

The emu says, 'Sounds great, I'll have the same.'

Again the truckie reaches into his pocket and pays with exact change.

This becomes routine until the two enter again. 'The usual?' asks the waitress.

'No, it's Friday night, so I'll have a steak, baked potato and a salad,' says the man. 'Same for me', says the emu.

Shortly the waitress brings the order and says, 'That will be \$32.62.'

Once again the man pulls the exact change out of his pocket and places it on the table.

The waitress cannot hold back her curiosity any longer. 'Excuse me mate, how do you manage to always pull the exact change from your pocket every time?'

'Well, love' says the truckie, 'a few years ago, I was cleaning out the back shed, and found an old lamp. When I cleaned it, a Genie appeared and offered me two wishes.

My first wish was that if I ever had to pay for anything, I would just put my hand in my pocket and the right amount of money would always be there.'

'That's brilliant!' says the waitress. 'Most people would ask for a million dollars or something, but you'll always be as rich as you want, for as long as you live!'

'That's right. Whether it's a gallon of milk or a Rolls Royce, the exact money is always there.' says the man.

Still curious the waitress asks, 'What's with the emu?'

The truckie pauses, sighs, and answers, 'My second wish was for a tall bird with a big arse and long legs, who agrees with everything I say!!'



Get your mind off that raunchy stuff – here's a few more photos from the recent scale event held at the State Field.



The judges for the first round of ARF.



David Anderson's Mew Gull. Gained 3rd place in ARF.



Brian Whelan's Druine Turbulent – 4th place in Scale.



Gary Sunderland had glow plug connection problems and was unable to fly his Bristol Scout.



Roger Carrigg's Great Planes Super Stearman – OS200FS power.



Mario Schembri's electric powered Bronco. Flew well and managed 2nd place in ARF.