



## NEWSLETTER – January, 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](mailto:secretary@brmfc.org.au)

*Newsletter Editor:* Roger Carrigg.  
Ph: (03) 5334 2189, Mob: 0437 842 277, Email: [editor@brmfc.org.au](mailto:editor@brmfc.org.au)

The next meeting of BRMFC is to be held out at the flying field on Wednesday January 25<sup>th</sup> 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.

### 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.*

The last meeting was held on November 23<sup>rd</sup> and items of interest appeared in the December 2011 newsletter.



### Fire Safety Awareness at the Field

Once again the fire season is with us and we must exercise extreme caution whilst at the field.

This year we are not faced with a thick crop surrounding the field but the remnants of what was planted is still a potential fire risk now that it has dried out. All members are reminded to double check their models to raise the bar on airworthiness and reduce the risk of models landing in the outfield.

Most transmitters these days have timers which you can set to give you an audible warning after the preset time is reached. That way you are alerted to land before running out of fuel/batteries – a feature you should use in any case. This can work for both IC and electric models.

Of all the model types we fly, I would think the least risk is from the conventional two stroke methanol engines. Electrics, four strokes & petrol powered all pose a greater hazard and we must manage that risk responsibly.

The club has fire extinguishers in the shed which as far as I know will work. They probably should be checked.

Also if there is any long grass do not park your car over it.

Our web site displays the CFA RSS feed on the home and weather pages during the fire danger period.



### New Models seen at field

Sunday the 15<sup>th</sup> January saw three new models at the field and all of them Mat's. My, my, he has been a busy boy!!!

The first one we shall deal with is a P51D Mustang. It's been a two year assembly project with lots of small problems to work through mostly created from Mat's choice of engine and a missing part.



*Mat Werner with his new 80.5" DLE30 powered P51 with flaps and retracts.*

The missing part was a section of cowling under the fuselage forward of the wing. Graham Waterhouse came

to the rescue and fabricated a replacement out of fibreglass which fits like a glove and the paint is a good match for the silver covering.

It flew very well and Mat is champing at the bit to fly it again. While preparing for a second flight one of the new retract servos was inoperative which is unusual these days. No doubt there will be a sound explanation and Mat will get it sorted out for the following weekend.

It has an 80.5" wing span, DLE30 petrol engine, flaps, electric retracts and weighs in at a mere 6.8kg.

**T**he second model is a Big Stick custom built by Graham Waterhouse. The main purpose of this model is to serve as a lolly dropper and glider tug.

It is powered by an SV 50cc twin cylinder petrol engine, has an 8 foot wing span and tips the scales at 10.5 kg. The 1.5L fuel tank provides plenty of fuel for long flights.



*Da Big Stik sure is ugly, but looks aren't everything ya know. What it lacks in appearance it makes up in flight performance. It will come in handy on our open day dropping lollies for the kids.*

Mat had several flights with it on the day doing all the usual things Mat does. The model pulls up vertically for a while but at 10.5kg will not hang on the prop.

This is not the first time at the field – being over 7kg it passed its heavy model inspection and flight tests on a previous outing.



*Big Stik on a low display pass over the field. Mat must enjoy it – stays up for ½ hour at a time. Perhaps I should have reworted that but what the heck!!! If anyone has a glider that needs a tug Mat's itchin' to have a go.*

The lolly dropper bucket opens at the bottom from a forward hinge which combines as a speed brake on landing as well, to augment the flaps.

Model flies extremely well and the engine performs admirably and appears reliable. I noticed Graham Waterhouse had a proud smile on his face every time it flew and why not.

**L**ast but not least – well in terms of size it is the least I guess. This one is an Extra 300 ARF from Model Tech and is powered by an OS46 glow motor. It has a foam core wing which I think is rather rare for ARF's and as Mat puts it "good for lots of muddy snaps".



*Just as well Mat's not camera shy!!! OS46 powered Model Tech Extra 300 ARF.*

**D**oug Wallis has been out to the field on many occasions and this time brought his new electric trainer for a test flight. Mat our unofficial test pilot did the honours. Model flew with no dramas and only required some minor trimming once airborne.



*Mat test flying new electric model owned by Doug Wallis a potential new member. Doug has done a little piece for the newsletter which is included further on.*

**T**hese shots of Mat's P51 were taken on Sunday 22<sup>nd</sup> January which turned out to be a great flying day. The N/E wind subsided as the morning progressed and almost got down to nothing by midday. The engine was performing nearer to its peak this weekend after some tuning enabling the P51 to be put through its paces.

By the way, the failed retract servo had stalled out at the end of the travel and burnt out the motor.

Digressing a bit, when I arrived at the field they were all walking back from the out field – I thought s\*\*\* what’s happened!!! As it turned out Glenn had taken off with his Great Planes Extra and forgotten to fit the canopy attachment screws. You can imagine what happened – the canopy came off didn’t it and finished up way over near the southern boundary trees. Being a bit brittle now, it sustained some damage so a new one wouldn’t go astray.



Mat’s DLE30 powered P51 on a high speed display pass...



And yet another high speed display pass...



The P51 on final approach...



Touchdown – Mat greased the P51 in for a text book landing with flaps down as you can see.



### Crash Report

Apparently there has been a bit of carnage lately. Mat Werner informed us a couple of weeks ago that he lost his electric ducted fan Eurofighter due to battery plug failure.



Mat said he was flying over the field and while heading away the electric motor stopped suddenly. He tried to bank around to bring it back toward

the field but then lost control and it spiralled in. On picking up the wreck he found the battery plug had melted and unfortunately that is also the control system battery as well. A separate pack for the flight controls would be an advantage.

Mat said he has some photos but due to technical difficulties was unable to send them to me. Hopefully by the next newsletter I will have them ready for inclusion.

This is something you don’t read about very often. Early January, Noel had his Gypsy Moth in the pits with the wings folded back and secured. While contemplating whether to fly or not due to the conditions a strong gust of wind picked it up and flipped it over pulling one of the attachment points out of the side of the fuselage. From memory this is the first time in its 15 year career that it has sustained any damage. On the bright side it has since been repaired and is airworthy again. For some reason Lenny Astbury was getting the blame because he had his Tx turned on!!!



### Up & Coming New Member

Doug Wallis has been out at the field on Sunday mornings for quite a few weeks lately and is keen on getting back into the hobby. He has authored an introduction for inclusion in the newsletter so I will pass over to Doug.

Hi, my name is Doug Wallis. I have been attending the flying field for the last several Sundays as I am heading back into the hobby that I left 30 years ago. My how

technology has changed. I have gone from a three channel Tx to a multi channel digital unit (still trying to understand it all). During my visits to the field I have found all members of the club to be very obliging and offering information and advice which is keenly accepted.

After waiting weeks for the weather to improve I had the chance last Sunday morning – 15<sup>th</sup> January – to have it flown on its maiden voyage. For those who didn't get to see it, the flight was an easy take-off, climbed out well with Mat only having to add a bit of right aileron to have it trimmed out. After a few circuits, Mat handed control to me. After a couple of laps control was handed back to Mat who brought it in for landing, all was well!



A big thanks to Mat Werner for doing the test flight and helping me with instruction. I was totally stoked, grinning all afternoon - wife thought I'd been up to something ha ha. I would also like to thank John from Goldfield's Model Supplies for his assistance in doing motor modifications and other helpful bits and pieces.

Look forward to many more enjoyable flights with the club and in the next few weeks will be happily handing over my membership money. Thanks again to everyone at B.R.M.F.C.

P.S wife happy to bake biscuits for me to take out every Sunday – yay!

Thanks Doug for the kind words and your contribution to the newsletter – it is much appreciated. Tell your wife that her baking is delicious and much enjoyed by all. Ed.



### Events

#### Sausage Sizzle – Bunnings 1<sup>st</sup> January 2012



We held our sausage sizzle at Bunnings on Sunday 1<sup>st</sup> January 2012, New Year's Day.

We manage to get all the challenging days – Boxing Day, AFL Grand Final, and now New Year's Day.



The day went quite well but as far as customers were concerned it was much quieter than when we ran it on Boxing Day 2009. As we all know Boxing Day has now become a major shopping day with the sales promotions and people redeeming their gift cards. That is not the case on New Year's Day and many people party on late to welcome in the New Year.



As the event coordinator I would like to thank all who were able to pitch in and lend a hand. Being over the Christmas break it was always going to be difficult to get commitment from members but in the end we had plenty of helpers on hand. It was a stinker of a day temperature wise particularly for those over the BBQ hot plate. In fact holding the temperature probe right where Jeff was standing, it was showing 48°C and climbing. No wonder poor Jeff had sweat dripping off his forehead.

Three shifts were run and all those rostered on showed up on or before time to take over. Even though business was slower than on previous occasions when it did get busy we were flat out. That is when you need at least four in the gazebo to keep up the supply.

With the hot day we sold plenty of soft drinks and keeping them cold was an issue in itself.

When the results were posted in to Bunnings a couple of days later an application for another event was included. They have replied and we are in the allocation period commencing 1<sup>st</sup> July 2012. We might get New Year's Day again – wouldn't that be a joke!!!



When we run these events you try to make a bit of fun out of it. Most people you can have a joke with.

On the monetary side we managed a healthy profit of \$720, albeit well short of the \$1580 on Boxing Day 2009 and \$1240 on AFL Grand Final day 2010. It all helps the club coffers and gives us some financial security. We were selling for \$2 and \$1.50 for drinks. The week after our event, the group running it were selling for \$2.50 and \$1.50 for drinks. Personally I'm uncomfortable paying \$2.50 for a snag but then again I'm a tight arse!!! Bunnings set the maximum price at \$2.50 so we need to monitor between now and our next event what other groups are charging. If everyone or most are charging \$2.50 then we might as well.

Once again thanks to all who helped out, Bunnings for providing the excellent facilities to non-profit organizations and to the many Bunnings customers who supported our fund raiser.



### Coming Events

#### Warrnambool Fun Fly & Fly In – March 2<sup>nd</sup> – 4<sup>th</sup>

No doubt a number of us will go down to Warrnambool for the Warrnambool club's open day. Some may go on the Sunday only as it's not all that far.

We've gone down for the last six years now and had a great weekend. They have an excellent field and are very easy to get on with. You can fly any type of model there.

If you are going, contact one of us for directions as it is tricky to find. It's actually about 5km to the north of Koroit.

#### BRMFC Annual Open Day – March 25<sup>th</sup>

The usual behind the scenes lead up work has been done or is underway. We have the council authorization to erect our advertising banners during the weeks leading up to the event and the VMAA public display permit has been sent off. Unfortunately we weren't able to get much time to display banners due to demand for space.

Pilot invitations will be sent off ASAP.

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

No doubt this event will be discussed at length during the club meeting on Wednesday evening.

The raffle prize/s need to be sorted out ASAP so tickets can be printed.



### Event Calendar

- January 1<sup>st</sup> 2012 BRMFC Sausage Sizzle – Bunnings Ballarat**
- January 28<sup>th</sup>/29<sup>th</sup> Float plane weekend at Lake Narracan – Latrobe Valley
- February 4<sup>th</sup> (Sat) VFSAA Sportscale & ARF – State Field
- February 26<sup>th</sup> VFSAA Sportscale & ARF – Yarra Valley (Formerly Croydon)
- February 26<sup>th</sup> Leura Fun Fly – Camperdown
- Mar 2<sup>nd</sup> – 4<sup>th</sup> Fun Fly & Fly In – Warrnambool
- March 18<sup>th</sup> Monty Tyrell Scale Rally – P&DARCS
- March 18<sup>th</sup> Keilor Open Day – Keilor
- March 25<sup>th</sup> BRMFC Annual Open Day – Yendon**
- March 25<sup>th</sup> Twins & more – State Field
- Mar 31<sup>st</sup>/Apr 1<sup>st</sup> VMAA Trophy – State Field
- April 1<sup>st</sup> VFSAA Sportscale, ARF & Giant Scale – P&DARCS
- April 12<sup>th</sup> – 20<sup>th</sup> MAAA Nationals – Western Australia
- April 14<sup>th</sup>/15<sup>th</sup> F3A Pattern Aerobatics Ballarat – Yendon**
- April 27<sup>th</sup> – 29<sup>th</sup> WW2 & Military Scale Comp – Wagga Wagga
- May 5<sup>th</sup> Annual Display Day – Lilydale
- May 11<sup>th</sup>/12<sup>th</sup> Autumn Scale Rally – TCMAC Albury
- May 19<sup>th</sup>/20<sup>th</sup> MAAA Council Conference – Sydney
- May 27<sup>th</sup> OS Engines Day – P&DARCS
- June 9<sup>th</sup>/10<sup>th</sup> 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](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!*

### Retiring to Tasmania

Brian had been in Police work for 25 years.

Finally sick of the stress, he quits his job and buys 50 acres of land in the hills in Tasmania as far from humanity as possible. He sees the postman once a week and gets groceries once a month. Otherwise it's total peace and quiet.

After six months or so of almost total isolation, someone knocks on his door. He opens it and a huge, bearded man is standing there.

'Name's Cliff, your neighbour from forty miles up the road. Having a Christmas party Friday night. Thought you might like to come at about 5:00...'

'Great', says Tom, 'after six months out here I'm ready to meet some local folks Thank you.'

As Cliff is leaving, he stops. 'Gotta warn you. Be some drinkin'.'

'Not a problem' says Tom. 'After 25 years in the business, I can drink with the best of 'em'.

Again, the big man starts to leave and stops. 'More 'n' likely gonna be some fightin' too.'

'Well, I get along with people, I'll be all right! ... I'll be there. Thanks again.

'More'n likely be some wild se x, too,'

'Now that's really not a problem' says Tom, warming to the idea. 'I've been all alone for six months! I'll definitely be there... By the way, what should I wear?'

'Don't much matter. Just gonna be the two of us.'

### Bottle of Merlot

A man asked a waiter to take a bottle of Merlot to an unusually attractive woman sitting alone at a table in a cosy little restaurant.

So the waiter took the Merlot to the woman and said, 'This is from the gentleman who is seated over there.'... And indicated the sender with a nod of his head.

She stared at the wine coolly for a few seconds, not looking at the man, and then decided to send a reply to him by a note.

The waiter, who was lingering nearby for a response, took the note from her and conveyed it to the gentleman.

*The note read: 'For me to accept this bottle, you need to have a Mercedes in your garage, a million dollars in the bank and seven inches in your pants'.*

After reading the note, the man decided to compose one of his own in return. He folded the note, handed it to the waiter and instructed him to deliver it to the lady.

*It read:*

*'Just to let you know things aren't always what they appear to be, I have a Ferrari Maranello, BMW Z8, Mercedes CL600, and a Porsche Turbo in my several garages; I have beautiful homes in Aspen and Miami, and a 10,000 acre ranch in Louisiana. There is over twenty million dollars in my bank account and portfolio. But, not even for a woman as beautiful as you, would I cut off three inches. Just send the wine back.'*

### The Vicar's Salary

At Sunday church the local Vicar explains that he must move on to a larger congregation that will pay him more.

There is a hush within the congregation...

No one wants him to leave because he is so popular.

Fred Smith, who owns several car dealerships in Queensland & NSW, stands up and proclaims:

'If the Vicar stays, I will provide him with a new Holden every year and his wife with a Honda mini-van to transport their children!'

The congregation sighs in appreciation and applauds.

Sam Brown, a successful entrepreneur and publican, stands and says, if the Vicar will stay on here, I'll personally double his salary and establish a foundation to guarantee private secondary school education for all of his children!'

More sighs and loud applause.

Agnes Jones, age 88, stands and announces with a smile,

'If the Vicar stays, I will give him free se x.'

There is total silence.

The Preacher, blushing, asks her:

'Mrs. Jones, you're a wonderful and holy lady, whatever possessed you to say that?'

Agnes's 90-year old husband, Joe, is now trying to hide, holding his forehead with the palm of his hand and shaking his head from side to side, while his wife replies:

'Well, I just asked my husband how we could help, and he said, 'f\*\*\* him'.



## For Sale

Mike Faulkner has a 9 foot wingspan Pilatus Porter complete with OS160FX motor and 8 servos for sale.

Mike is running out of room in his garage and would like to sell the model ASAP.

The engine is almost new having done very little running. If you would like to snap up a bargain why not give Mike a ring and work out a deal.



Mike can be contacted on: 5338 7323 or 0418 508 760



## Gliding News

I almost forgot to include this snippet of gliding news from Nick. That is why it's right at the end of the newsletter.

On January 8<sup>th</sup>, 2012, the world record for an RC glider was increased to **487mph** (784kph) by Spencer Lisenby of the USA at Norco Hill in California. The plane used is the Kinetic 100DP, designed and built by the pilot, which also held the previous world record of 468mph.



The Australian record is currently held by Eric Smith at 331mph using the same design plane at Cactus Ridge in Qld.

The speed is obtained by a technique known as Dynamic Soaring, by flying in circular laps in the leeward side of a sharp peaked ridge, extracting energy from the change in wind speed above and below the ridgeline.

More info at [www.rcspeeds.com](http://www.rcspeeds.com)

