



## NEWSLETTER – September, 2014

### Committee 2014/2015

President:	Graeme Allen	(0418 534 983)
Vice President:	Max Rowan	(0409 011 160)
Treasurer:	Nick Katsikaros	(0438 559 985)
Secretary:	Jeff Dowsley	(0427 565 791)
Ordinary member 1:	Peter Evans	(0438 643 949)
Ordinary member 2:	Murri Anstis	(0413 353 739)

### Officers

Returning Officer:	(The Secretary)
Public Officer:	(The Secretary)
Publicity Officer:	Graeme Allen (0418 534 983)
Safety Officers:	Mat Werner (0450 483 838) Nick Katsikaros (0438 559 985)
Newsletter Editors:	Roger Carrigg (0437 842 277) Glenn White (0412 641 188)
Field Maintenance:	Murri Anstis (0413 353 739)

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)

Note the meeting location.

The next general meeting is to be held at the **Field Air Offices at Ballarat Airport** on **Wednesday September 24<sup>th</sup> 2014** 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. Bunnings Sausage Sizzle
2. Field Maintenance
3. Any further general business items
4. Agenda & location for next meeting

### 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.*

#### 3. Business arising from the previous meeting

##### a) BRMFC Relocation

The President reported on a Committee of Management meeting which discussed the relocation and merger with GPMC.

Max Rowan reported on a meeting with Rohan Holkamp (Dynamic Flight Park), and raised various matters, including:

- Gate locks;
- Rental;
- Parking;
- Pilots of ultra-lights infrequently use UHF which should not be a problem;
- No permanent structures (portables OK); and
- Is prepared to meet this coming weekend to firm up on these matters.

Max Rowan outlined how the re-location will be managed. The toilet will be decommissioned first, and a porta-loo used as an interim toilet. A schedule of the move will be developed.

Max also showed a series of photographs of the proposed Trawalla site, and possible location of BRMFC facilities, along with the Burrumbeet site.

The President reported on a meeting with Nigel Newby on the merge of GPMAC, and the details of the mechanics of the merger, including safety regulations and operating procedures. Nigel is attempting to communicate with the Burrumbeet Trustees, and has undertaken to manage the process.

#### 7. General Business

##### I) Wind Farm

Now irrelevant.

##### II) Field Maintenance.

(1) Mowing is now a frequent job;

(1) M Anstis has made considerable inroads on dismantling fencing; and

(2) That the battery on the Toro mower has failed and is to be replaced.

##### II) 2015 Display Day

Given the uncertainty associated with the re-location, it was agreed that the 2015 Display Day should be cancelled.

#### Secretary to notify Northern Flying Group.

#### 8 Other Business

##### a. UAV Request

David Howe emailed a request to meet to discuss whether UAVs could be operated from the Trawalla site. It was decided that this matter could not be considered until after the re-location has been completed.

**b. New Models Certified**

Wayne Goodwin successfully flew his Wyvern on its first flight, after Murray completed the heavy model certification.

Doug Wallis also successfully flew his newly acquired Precedent 240T after the completion of the heavy model certification.

**c. Bronze Wing Certification for Solo Flying**

N Katsikaros noted that the Club needs to follow up on a previous decision to ensure that all solo pilots have at least attained Bronze Wings certification.

**9 Agenda Items for next meeting**

As per July Agenda.

**Meeting location**

The next meeting will again be held at *Field Air, Ballarat Airport, 24<sup>th</sup> September 2014.*

**Meeting Closed 9:03PM**



**VMAA News**

- **Avalon Airshow** – The VMAA has agreed to participate in Avalon Airshow 2015. Static display and information marquee. Brian Dowie and Roger Chapman have had a meeting to discuss the agenda. Location at this stage would be the same as 2013.
- Proposed visit by CASA representative regarding risk assessments and permits. All clubs are to be notified and a representative from each club will be invited to attend. Proposed date will be forthcoming.
- VMAA is to apply for an Aviation reference number.



**Field dismantling**

Given the November 30<sup>th</sup> deadline negotiated with the new owner’s solicitor to vacate the Spreadingeagle Road field, Murri Anstis has been hard at it dismantling the infrastructure built up over our 14 years of occupation.

The compound treated pine fence posts have been removed and temporarily replaced with star pickets to hold the wire in place and to keep the sheep out until we leave. The posts along the front row were set in concrete and had to be dug out; fortunately the ground is fairly soft coming out of winter, but still required considerable effort. From memory we set the front row in concrete in the knowledge it would be used as a crowd barrier during public displays.



*Sunday August 31<sup>st</sup>. Murri hard at it with the crow bar to remove remnants of concrete from the post holes. John Coughlan is lending a hand and looks like young Cato is too.*



*Presidents aren't meant to get their hands dirty. Well not that sort of dirty anyway!!!*



*I came across this old photo in my collection dated 19<sup>th</sup> August 2003; eleven years ago. It shows us tensioning the wire mesh we'd just attached to the front row of posts. You know what they say, what goes up must come down!!! I notice how we all look considerably younger.*





Sunday September 14<sup>th</sup>. Dismantling the veranda over the servery in readiness to relocate the kitchen to hopefully Trawalla.



As you can see the site is being gradually dismantled. Brick pavers, fence posts all piled up ready to shift.



**Proposed move to Trawalla**

The committee met with Rohan Holkamp at the Dynamic Flight field at Trawalla on Saturday morning August 30<sup>th</sup> to discuss where and how we could operate from the site.



Murri Anstis, Graeme Allen, Rohan Holkamp (Dynamic Flight), Peter Evans, Nick Katsikaros (obscured) and Max Rowan discussing BRMFC moving to Dynamic Flight. The

vehicle is an old Camira with a cable drum on each front wheel that was once used as a toe winch.

Peter Evans flew one of his foam electric models to “test the waters” and noted the lack of turbulence given that there was a fairly brisk north wind. The type of day that would make flying at Spreadeagle Road very challenging with the plantation to the north. It will be nice to see the back end of that plantation!!! If there is one good thing to come out of all this it is that.



Peter Evans flying one of his electric models at Dynamic Flight Trawalla to test the conditions. The bridge under construction on the Western Highway in the background is over 800m away.

Following that discussion a lease agreement was promptly drawn up by the committee which included proposed site layout plans. (The agreement was based on the one done between BRMFC and Lal Lal Estate back in 2000.) This was submitted to Rohan a week or so later for consideration. He replied and seemed to be happy enough with the agreement conditions but asked for our facilities to be moved 30m west which is back from the field.

During the meeting I took a few photos of the field probably from a point close to the centre of where we would set up our runways. As you can see it is pretty open and free of obstacles. The land is basically flat and Dynamic Flight keep it mown reasonably short. There are some sheep on the property. The result of an agreement with one of the neighbouring properties to the south. Dynamic flight runways (toe paths) extend into that property and in return they get to graze their sheep on Dynamic Flight land.



Looking due west. Those houses are 250m distant. Dynamic Flight have all the necessary approvals regarding aircraft operations and noise levels etc. Those properties have been built with that understanding.





South/west. Our facilities will be to the right (photo wise, north/west geographically) of the nearly dead tree which we can remove.



Due south, nice and open with no turbulence inducing features to contend with.



South/east also open.



Due east, field is bounded by the under construction Western Freeway Trawalla by-pass. Over 800m away.

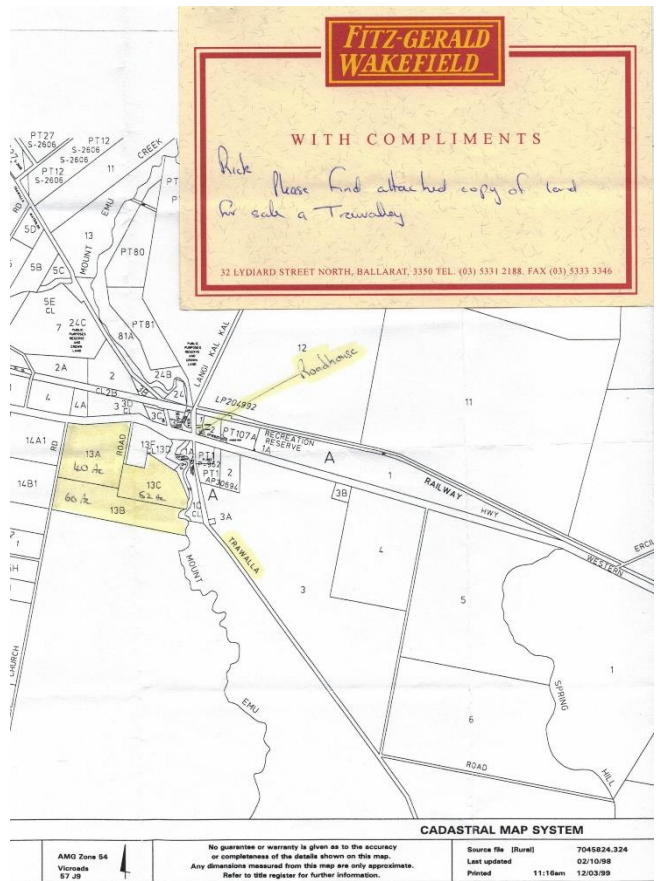


Looking NNE. The freeway is about 300m from where photo taken.



Looking NNW. Our facilities will be to the left (south) of the tree. Dynamic Flight shed which is 30mx12m will be about 150m N/W of the centre of our proposed runways and behind our flight lines.

There is a twist to this saga. Way back in March 1999 this very same block of land at Trawalla was brought to the club's attention. This is while we were still at Bowes Road Ross Creek in a similar situation as today, looking for another field which ultimately became the Spreadeagle Road Yendon site.



Map sent to the club highlighting land for sale at Trawalla back in March 1999. 15½ years ago. We are negotiating with Dynamic Flight to setup in block 13A, 40 acres.

Whilst looking for some information on current club assets, I came across this map sent to the club via Rick Pimblott in an old club minutes folder attached to the minutes of the meeting held on 24<sup>th</sup> March 1999. The minutes made this reference to the land in question:

**3. New Field**

- a) Rick Pimblott reported that he and Graeme Allen inspected a potential flying site at Trawalla. They thought that it was too far out of Ballarat. There are 3 allotments for sale at \$700 per acre in 40, 60 and 52 acre blocks.
- b) Rick also stated that he has noticed land for lease along Crown and Sceptre Road, which he will investigate, as well as making some inquiries with Farmers at Burrumbeet.

The meeting thanked Rick for his efforts.

I showed this to Rohan at our meeting and it turns out that he and his partners were the buyers and set up Dynamic Flight. Small world!!!



### New Models seen at field

The very first time I saw Wayne’s Westland Wyvern was when he brought it out on our public display day back on March 30<sup>th</sup> as a static display model. I’m not sure if it was finished or not back then.



Wayne Goodwin’s Westland Wyvern. The Wyvern began as a Westland project for a naval strike fighter, with the engine (a Rolls Royce Eagle piston engine) located behind the pilot, driving a propeller in the nose via a long shaft that passed under the cockpit floor. This was abandoned for the production models which had a conventional nose mounted turboprop driving contra rotating propellers.

Anyway while talking to Murri Anstis during the week shortly after the last meeting he said Wayne test flew it and it went very well. Murri was there to do the heavy model certification. It would have been one of those perfect weather days you get during the week.

Wayne had it out again on Sunday 14<sup>th</sup> September where I managed to get a few photos for the newsletter and some technical details on the model.

The model is built from a Blackhorse ARF kit, has a wingspan of 2240mm and tips the scales at 10.5kg. Wayne fitted Robart retracts instead of the ones supplied in the kit which as expected were of doubtful quality. The engine chosen is an EME 60cc petrol motor from Wolf models <http://www.wolfmodels.net/> and so far he speaks very highly of it. It certainly gives the Wyvern excellent performance through the flight envelope.

For that extra bit of realism the inner undercarriage doors have been fitted. These doors are actuated by a servo (might be one servo per door) which is controlled by an

electronic door sequencer. That means the doors open while the gear is in transit and then close, so they are closed whether the gear is up or down. Unfortunately he did have a problem on the day with one door remaining open – a linkage problem that Wayne has already fixed no doubt.

From what I saw the Wyvern flies very well and a pleasant change from Spitfires & P51’s. The full size must have had some undesirable yawing characteristics going by the size of the vertical stabilizer and the small finlets fitted to the outer horizontal stabilizer. This video is posted on YouTube <http://www.youtube.com/watch?v=TLnP2gpAsOU>, the model featured is fitted with a Saito FG57ts four stroke engine and also flies very well. Nice take-off & landings.

For the aficionados, I lifted this snippet off Wikipedia.

<b>Role</b>	Carrier-based strike aircraft
<b>Manufacturer</b>	Westland Aircraft
<b>Designer</b>	Teddy Petter
<b>First flight</b>	16 December 1946
<b>Introduction</b>	1953
<b>Retired</b>	1958
<b>Primary user</b>	Fleet Air Arm
<b>Produced</b>	1946-1956
<b>Number built</b>	127

More info on the full size can be found at [http://en.wikipedia.org/wiki/Westland\\_Wyvern](http://en.wikipedia.org/wiki/Westland_Wyvern). It would be another aircraft superseded by the jet age in the early 1950’s.



Wayne is pictured here on Sunday 14<sup>th</sup> September with his Westland Wyvern, a carrier based strike aircraft.



The Wyvern (makes me think of a Vauxhall) on take-off.





Wayne bringing the Wyvern in for a 3 point landing. Note the flaps are down. In this flight he was trying a smaller diameter carbon fibre prop to give more ground clearance than the 23x10" wood used on the initial flights. The spinner cone could not be fitted due to the bolt drill pattern altering the position of the prop with respect to the spinner locating screws.

Congratulations Wayne, a job well done.

**D**oug is enjoying his foray into larger models. It did feature in the previous newsletter but on the day it was not flown due to a fuel supply problem. Apparently Doug has been flying it successfully over the last month, however this is the first time I have been able to get some photos for the newsletter.

From what I saw it is nice and stable in the air and cruises around with a minimum of fuss.

It has a heavy model permit so it is obviously bigger and heavier than it appears.



Doug Wallis is about to start the take-off roll with the Precedent 240T while being assisted by Murri Anstis. Model is quite large with an 8 foot wing span. It is powered by an ASP 108 two stroke engine which provides more than adequate performance. Photo was taken on Sunday September 14<sup>th</sup>.



The Precedent 240T lifts off veering slightly to the left. There was a crosswind at times and you can see the right aileron deflection as Doug tries to counteract the drift and bank.

**N**ick did a write-up on the second hand Pitts he bought for the June newsletter, however we missed the obligatory shot with pilot and plane. Recapping, the model is a Carl Goldberg Super Pitts powered by a Webra 120 two stroke engine. It's fitted with heavy duty analogue servos and a 5 cell enerloop battery pack; old school but good stuff in its time and flies well.



Nick Katsikaros is pictured here on Sunday September 14<sup>th</sup> with the Carl Goldberg Super Pitts he picked up in Sunbury back in May this year. Powered by a Webra 120 two stroke.



Good to see Graham Waterhouse having a fly. Often it is nice & relaxing to get back to something simple. When I zoomed up on the engine it looks like an OS probably a 46.

**W**ayne's on fire at the moment with new models. Last Sunday, 21<sup>st</sup> September he had his Top Flyte ARC P47 Thunderbolt at the field for its

maiden flight and heavy model certification. This is the ARC (Almost Ready to Cover) variant of the ARF edition. With this model, which comes as a bare airframe, Wayne has prepped, painted and detailed it himself. I remember Wayne saying some time back that it's covered in lightweight fibre glass cloth and painted with auto acrylic and to his credit looks pretty good. The P47 is powered by a DLA 56 petrol engine and has a wingspan of 2160mm.



Wayne Goodwin's Top Flyte P47 Thunderbolt ARC at the field for its maiden flight on Sunday 21<sup>st</sup> September.

Murri Anstis who did the heavy model certification said it was porpoising after take-off (sounds like a bit tail heavy) until Wayne managed to trim it out, then it flew around very well and landed smoothly.



### Condolences

On behalf of the club I would like to pass on our heartfelt condolences to Shane Donovan over the sudden passing away of his brother in recent days. Shane is a fairly new member, he has been out at the field on a regular basis and involved himself in club activities.



### Bronze Wings

Congratulations to Kevin Giddins for attaining his Bronze wings accreditation on Sunday 21<sup>st</sup> September. Hopefully there will be more members to follow in the coming weeks.



### Tips & Tricks

#### Onboard Glow Starter – Traps for Young Players

By Jeff Dowsley.

Just to test whether it was more convenient to have an on-board glow starter vs. using a glow stick/power panel, I purchased a Hobbyking on-board glow starter and small LiPo battery and installed in my Boomerang 60. I soldered a terminal lug connector to the negative lead, and

attached to the ASP 91 FS by one of the rear engine bolts. The spring clip attached the positive lead to the glow plug and a fairly neat installation of Power on/off switch and a push button with indicator LED to activate the glow sequence. Press the button, approximately 5 seconds with flashing LED, then 15 seconds of sustained glow in which time the engine may be started.

All good.

The system seemed to work well, and the small contribution to the overall weight of the large Boomerang seemed insignificant – just the disadvantage of having to charge an extra LiPo, but only after several outings over some weeks.

Then things started to go pear-shaped with intermittent failure to start. The glow starter seemed to be doing the right things, so I replaced the glow plug, which helped for one session, then it failed to start at all.

So I checked the output from the unit with an external glow plug – no joy. Checked the continuity of the leads to the plug/engine. Aha! Found that the negative lead to the engine mount was open circuit. Touched the lead and it fell off the soldered terminal lug.

OK. Disassembled the lug and inspected. The lug was intact, complete with solder-filled, formed tube where the wire is normally crimped.

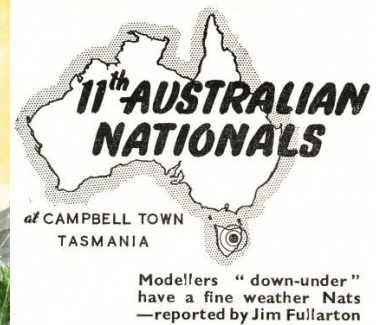
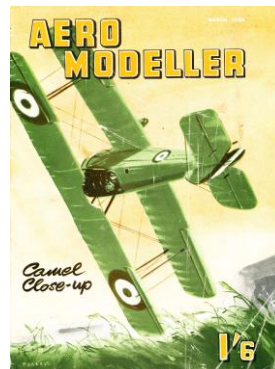
**It seems that the four stroke engines become so hot that they can melt standard Pb/Sn solder!**

Reassembled and mechanically crimped the lead to the terminal lug. Glow starter is now reliably working again.



### Aeromodelling from Yesteryear

We all like to reminisce from time to time about what we did in our younger days. No doubt there are some things we'd rather forget as well!!! Mike Faulkner saw an article that he appeared in, in one of Murri Anstis' old magazines. It was the English Aero Modeller dated March 1958 featuring an article on the 11<sup>th</sup> Australian Nationals.



The upshot to all this is that Mike would like to have his old MAAA number restored, I guess to endorse his long standing in aero-modelling. He believes it is 875 and says that number was on the model he flew at the 11<sup>th</sup>



Australian Nationals held at Campbell Town Tasmania in January 1958. Unfortunately it is hard to substantiate that fact from the photo, even in the original magazine. You can just make out \*75 with a little imagination. Pity it is not clear like Bob Hyde's 831.

*Bob Hyde won stunt with the usual Thunderbird (O.S. 35), seen here with Mick Faulkner and his Fierce Arrow. At right: 2nd man Tony Farnan and O.S. 29 powered Ramrod, and Australian Kit model*



Mike Faulkner (right) with the now late Bob Hyde holding their control line stunt models. Presumably Mike would be about 18 or 19 in the photo. I remember Bob Hyde at the D&DARCS field Brady Road North Dandenong in the late 1960's early 70's when we regularly flew pylon racers. BRMFC hosted a VMPRA pylon event at our Yendon field on 11<sup>th</sup> November 2001 and I remember Bob Hyde attending.



### Events

#### Wagga Wagga IMAC – August 22<sup>nd</sup>-24<sup>th</sup>

By Mat Werner.

This was another great weekend!!!

With most competitors camping onsite it was a fun time.

I arrived Friday morning around 9AM and immediately got my planes out for practice flights.

Saturday with about 17 pilots entered, there was a good bunch of planes to look at and admire as can be seen in the photos below.



Mat's 71" 3D HS Slick in the foreground centre and SU29 to the right and behind. The yellow Extra looks like Mat's but belongs to someone else.

There were five in my *Intermediate* class, some very experienced pilots and I had the smallest plane with the SU29.



The Wagga Wagga field looks to be in great condition.



We got through 2 rounds on Saturday and 1 round of *Free Style* on Sunday. First off was *unknown* and then a *known* round.

It was a great weekend for all with great weather for the three days a really good bunch of people and a really supportive club.

I placed 1<sup>st</sup> in IMAC *Intermediate* flying the SU29 and 3<sup>rd</sup> in *Free Style* with the Slick; this was the first time I have flown in *Free Style*.



### Coming Events

#### Sausage Sizzle Bunnings Ballarat – October 5<sup>th</sup>



This is the last newsletter before we have our next

sausage sizzle at Bunnings on **Sunday** October 5<sup>th</sup>. This will be an all-important fund raiser given the field relocation expenses the club will face

in the coming few months.

A duty roster has been compiled and sent out to all members for those nominated to confirm their availability. There has been a few changes made as a result on people's availability. So far we are on the 3<sup>rd</sup> version and there will probably be more to come.

The formal reply to Bunnings together with the MAAA insurance certificate of currency and council notification of our event was sent to Bunnings last month.



It was mentioned in the last newsletter that I had a ring from the activity organizer at Bunnings Ballarat and he asked if we could bring some models along to fly. I said flying would not be possible but a static display could be arranged. I seem to remember the VMAA newsletter mentioning clubs having static displays at Melbourne Bunnings stores. I'm not sure if this is doable or not. There isn't much room around the BBQ gazebo and combined with customer traffic it could be a nightmare to control.

**Stop Press** – While writing this column (Thursday 18<sup>th</sup>), the mobile rang and it was Glenn (the activity organizer) from Bunnings Ballarat asking again about bringing some models along. I enquired, where could we display them and he said they could block off say four of the car park spaces (excluding the disabled ones) in front of the building adjacent to the gazebo and put some bollards around for protection. Sounds pretty good to me. He said it coincides with a sales event which they were notifying the Courier about and would mention our participation.

I said that we will confirm the model display during the week leading up to our event.

*Scanner Racing Bacchus Marsh – October 26<sup>th</sup>*

**Event Calendar**

- September 10<sup>th</sup> Indoor flying – Haddon Community Hall
- Sept 13<sup>th</sup>/14<sup>th</sup> Shepparton Mammoth Scale – VRF
- Sept 20<sup>th</sup> (Sat) VFSAA Scale comp. Yarra Valley – YVA
- September 24<sup>th</sup> Indoor flying – Haddon Community Hall
- October 5<sup>th</sup> (Sun) BRMFC Sausage sizzle – Bunnings Ballarat**
- October 8<sup>th</sup> Indoor flying – Haddon Community Hall
- October 11<sup>th</sup> (Sat) Sunbury Auction – MACS
- October 12<sup>th</sup> (Sun) VFSAA Scale comp. Bacchus Marsh – BMMAA
- October 22<sup>nd</sup> Indoor flying – Haddon Community Hall
- October 26<sup>th</sup> (Sun) Scanner Racing at Bacchus Marsh – BMMAA
- Nov 1<sup>st</sup>/2<sup>nd</sup> Annual Fun Fly and Swap Meet – Ararat
- Nov 29<sup>th</sup>/30<sup>th</sup> Annual Fly-In and Swap Meet – Hamilton
- March 29<sup>th</sup> 2015 BRMFC Annual Open Day – Cancelled**

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.

I went up to Maryborough on Friday 29<sup>th</sup> August with some friends and we had lunch in one of the local hotels. After a couple of pots I made the obligatory visit to the gents before leaving. I had just washed my hands (thank god) and turned around to open the door and was confronted by this sign on the door. I couldn't resist taking a photo and thought you might get a laugh as well.

