



NEWSLETTER – August, 2011

Committee 2011/2012

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The next meeting of BRMFC is to be held at **Findlay Engineering** on Wednesday August 24th 2011 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 afterwards.

Please note the meeting location: **12 Neerim Crescent, Wendouree Industrial Estate**

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. Roy Gladman
5. BRMFC AGM (July)
6. Springfest Site
7. Visitors Book

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.

Business arising from the previous meeting

Secretary made further enquiries of Frank Cotronea of Springfest as to whether a suitable site is available. Frank advised that as a not-for-profit organization, a \$50 fee would be applicable.

Frank will contact the Secretary to arrange a tour of sites. (Secretary to co-ordinate with Noel Findlay and Max Rowan)

The Secretary has contacted the Moorabool Shire Community Grants Officer and is awaiting a response. Members agreed that an upgrade of the access track was the highest priority.

Some discussion regarding asking Geoff Fiske whether or not he had heard of any movement on the wind farm front. Max Rowan volunteered to deliver the Annual Field Rent and discuss the wind farm situation.

Nick Katsikaros raised the issue of MAAA approved 2.4GHz and advised that the following list is approved transmitters. The use of other non-approved Tx may not be covered by the MAAA insurance in the event of an accident.

Action: Update the Safety Rules to include the current MAAA approved 2.4GHz Tx, and also the permitted MHz Tx frequencies.

General Business

I) Wind Farm

No further developments since last meeting. Last update of WestWind website May 2010. Last Lal Lal project update February 2010.

II) Field Maintenance

Matt Werner attempted to remove the moss with a pressure sprayer, but it failed to gravity feed. Will try again later.

III) Club History Compilation for Web Site

Murri Anstis reported that the history is almost complete and will be presented to the next meeting.

IV) Roy Gladman Event

Waiting until later in the year when the weather improves. (Matt to print out the VMAA events calendar, laminate and affix to the Club room wall.)

V) Past Presidents

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

VI) Meeting location

The next meeting will again be held at the Board Room at Findlay Engineering.



Meeting Venue

The last meeting which included the AGM was held for the first time at [Findlay Engineering](#). This proved to be a resounding success and was much appreciated by the members who attended. Given the state of the access track at the moment its wise not to be traversing it in the dark with the added chance of someone getting stuck.

We have a lovely warm room with a long table and comfortable chairs to sit around. Also TV if we wish!!!

After the meeting we adjourn to the kitchen for supper.

All being well we plan to continue with this arrangement until the summer months at least when hopefully the track will have dried out. Holding meetings at the field over summer means we can fly before the meeting.

Please make an extra effort to attend to show our appreciation for such splendid facilities.



VMAA News

Extract of items from the Minutes of the VMAA Executive meeting held on 11th August.

- The next VMAA newsletter is due out in October. This will be the first electronic edition and will be emailed to VMAA members. Approx 200 Members have requested to have B&W Hard Copies of the newsletter.
- **VMAA website** – The VMAA Executive has reassessed the future direction of the VMAA web site. It is currently in the process of transferring the hosting to another ISP and evaluating quotes for a revamp.
- **Heavy Model Inspectors** – MAAA has rolled over all existing Inspectors, only one inspector notified the VMAA/MAAA that he wished not to re-new his inspector status.
- **MAAA Nationals** – The VMAA will be hosting the next Nationals. The First Agenda for the Committee is to decide when to run the event, Christmas, Easter, or an alternative date. Secondly the Committee should have a meeting with a host Club, preferably TCMAC to get their support.
- **MAAA 2013 Conference** – VMAA is to host the May 2013 conference. Possible dates are: 17th – 19th, or 24th – 26th May 2013. This is to be a rules conference so there will be a requirement for a Friday night meeting. Venue to be sought and submission required to MAAA by May 2012.



New Models seen at field

Airspeed Courier by John McLennan

A few weeks ago Robert Williams dropped in with the current edition of RCM&E magazine and, knowing of my predilection for 1930's aircraft, suggested I may be interested in the plans for an Airspeed AS.5 Courier included. A glance at a photo of the real thing with its rough covering indicated that this was just my kind of model.

A couple of days later Graeme Waterhouse called by and mentioned he'd come across plans for a model in a magazine I'd like but he wouldn't be showing them to me because he wanted to build it first.

"Oh sh-t," he said when I showed him my copy of the magazine.



John McLennan's scratch built Airspeed Courier at the field on Sunday 31st July. Model has retractable landing gear and is powered by an OS81FS alpha.

The published plan was for a fairly small EP model – GW suggested a 150% increase in size and changes to accommodate an OS81FS power plant which should be adequate if the build was light. That was a challenge I couldn't resist. The enlargement resulted in a wing span of 2160mm and length of 1340mm – a scale of 1:7.

Comparing the plans with photos and 3 views revealed a few discrepancies but they provided a good basis for my new adventure. I added a second wing spar and opted for a ply fuselage rather than balsa block and sheeting. Robert 501W1 retracts were selected to be fitted so the wheels swing backwards to nest partially in the wing to help protect the airframe in the event of a belly landing.

As I researched my interest was piqued by discovering that Neville Shute (Norway), author of *A Town Like Alice* and *On the Beach* was also an aeronautical engineer and co-founder of the Airspeed Company and was part of the design team that created the Courier. Number 10 (of only 16) off the production line bore the English registration G-ACJL and was piloted by Capt. Stodart in the 1934 MacRobertson Air Race finishing fourth on handicap behind a couple of Comets. Pilot and plane remained in Aus. and was registered here as VH-UUF. Just what they were doing apart from a few air races I don't know, but in April 1935 they departed from Ballarat but crash landed

at Culcairn en route to Sydney. This is the moment I have chosen for my model (the take-off rather than the landing) mainly because there seem to be no records of what she actually looked like so no-one can criticise... The plane was 'roaded' to Sydney, repaired, and had a couple more landing mishaps before being shipped back to England in 1936 only to be destroyed during WW2.

There is no indication of the livery being altered after the MacRobertson race so that is the colour scheme I adopted. A curious fact is that the Courier was insured by Qantas in 1935 but I can find no evidence of her flying under the Qantas flag.

I tried hard to keep the model light – aiming at about 4kg – and was on target until painting and detailing. Finished, it weighs 5kg (11lb for those who prefer the archaic system). I suspect fast landings will be required, which incidentally were also required for the full scale version.

Weather permitting and test pilot Mat willing the Airspeed Courier VH-UUF will take off on her maiden flight on a Sunday soon.

Thanks for the insight into your latest model John. As it turned out we only had to wait a couple of weeks for the test flight. Sunday 14th August presented us with perfect conditions for both test flying and our usual Sunday morning get together.

Mat Werner was called upon to do the honours. After a customary check of the controls John started the OS81FSa and they took it out to the north/south runway as there was a light northerly breeze. Even though for general flying we were operating off the east/west runway and tolerating a bit of crosswind it's best to have everything going for you on a test flight.



The moment of truth! Mat is just about to gun the OS81FSa to take John's Airspeed Courier on its maiden flight. (Sunday 14th August)

Mat opened the throttle and the Courier accelerated gently but decisively down the runway and lifted off smoothly. It didn't require all that much trim but Mat said when up elevator was applied it didn't come off when released like it should and also the same on a bit of down elevator. However Mat flew the model around for probably near on 10 minutes. While this was going on I tried to get a few airborne shots. The U/C was retracted

after a couple of minutes into the flight which didn't seem to make that much difference to the trim. The OS81FSa provided all the power a model like this requires and ran faultlessly which is reassuring. (Some engines sound like they are just waiting to stop; others give you a feeling of confidence.)



Just managed to get this shot on one of Mat's many passes over the field. You can see the wheels retracted back into the wing although half of the wheel remains exposed as did the full size.

After several more minutes and quite a few low passes over the field it was time to land. Mat lined the Courier up nicely and brought it in for a smooth landing.



Moments before the gentle touch down with about three feet to go.



John looks like the proud father!!! Mat did an excellent job as test pilot.

Upon close inspection it was noticed that the elevator was not returning to neutral when released probably due

to some binding of the control rods. No doubt John will have that fixed before it flies again.

Our president Matt Porter is now the proud owner of a ¼ scale Piper Cub built from a SIG kit. It is not a new model but appears to be well constructed and in pretty good condition.

Matt has fitted the Cub with an ASP 180FS mounted inverted. To keep the muffler enclosed within the cowl he also modified the exhaust header by cutting and TIG welding to form an 89° angle. Model is fitted with 2.4GHz radio.



Matt had his latest acquisition – a ¼ scale Piper Cub at the field on Sunday 31st July for an engine run and possible test flight.

Matt intended to test fly on the day this photo was taken but decided not to with the moderate wind conditions. Cubs are notorious for ground looping so you want everything on your side. Anyway Matt reported that he test flew it during the following week on one of the nice days. As it turned out it flies very nicely and has an abundance of power with the 180 FS.

We look forward to seeing it at the field on a regular basis. It would probably make a good lolly dropper too!!!

Mat had been champing at the bit for a couple of weeks to test fly his electric ducted fan Eurofighter. Whilst it was test flown on Saturday 16th July we were given the opportunity to see how it performs on one of our regular Sunday mornings. Conditions were good on Sunday 31st July and Mat had given the field a close shave with the mower to accommodate those little wheels.



Mat's Eurofighter is about to 'spool up' for takeoff!!!

Mat took it out to the north/south runway. From memory there was a moderate northerly blowing. The Eurofighter accelerated down the grass (the matting is ballooning from grass growing underneath making it unsuitable for light models) runway then lifted off pointing skywards. It certainly has plenty of thrust and slips through the air reasonably fast – although probably not as fast as Mat would like. It gets about 4 minutes duration on full power so flight time needs to be strictly monitored. Not a lot of warning is given as Mat said one of his flights on the day of the test flight finished up out in the paddock when it ran out of steam.



The Eurofighter is on the verge of lift off. You can see the upward deflection of the elevons to lift the nose.

On this occasion after several circuits and jet type manoeuvres, Mat brought it in for a landing while a reserve of battery power remained. However as it came into view over the runway it could be seen that the nose wheel had not extended and rotated fully. It touched down okay and skidded to a stop on its nose. An inspection showed that the steering pushrod had popped off, I guess on the grass takeoff (Small wheels definitely need a very smooth surface.)



Oops! That nose wheel doesn't look quite right. All turned out okay though.

Actually it just occurred to me, the flight described was the second flight. On the first flight the canopy came off and fluttered down in the plantation. Fortunately it was recovered okay – apparently one of the retaining magnets had pulled out of the foam which was easily repaired.



Crash Report

An article with a safety message... by Duncan Fumi

Those who were at the field on the 30th of July may have witnessed the loss of my well flown Diamante caused by the in-flight separation of battery and model. The model ran a BEC so the loss of the battery meant loss of radio power and in this case an out-of-control spin into the ground.

The battery was held into the plane with the Velcro straps that came with the model. I have never fully trusted that attachment method but because I've had the model for so long and never had a problem I guess I became complacent. I was also used to being careful to be very gentle with negative G manoeuvres with the plane for the same reason.

The difference on Saturday compared to all other times was related to what I was doing in the flight. I was practicing knife-edge (I'd had a few good weeks on the simulator and felt it was time to try it out again with the real thing). After a reasonably successful flight, getting my fingers back in tune after a couple of months off, I swapped in the new battery and back in the air again. On the second flight after a couple of knife edge runs upwind and downwind over the north-south runway, knife edge, cockpit towards me, and went to push out to a knife edge crosswind leg. My fingers thought different and pulled back. Not a big concern I thought, just push back out and it'll be fine. At least that was the plan. What happened was that whilst the plane pushed away from me as I asked it to, the battery pack came loose and I saw the canopy and the battery back come away from the plane. I figured out what was going to happen pretty much on the spot. The plane managed maybe half a second of control as the motor generated power for the radio before it was out of control spinning to the ground.

When the battery came out I was sure it headed my way but my eyes were focused on the plane, which landed near the edge of the mowed area straight out from the club shed. After a lot of searching for the battery away from the field by a number of helpful members on the day (and Ollie also) I'd given up and headed back to pick up the pieces and head home. As I was walking to the pits I saw something blue at the west end of the pits, off the end of the mat. As I got much closer I realised it was the battery, which had flown straight over the pits and of more of a concern to me at the time, it had gone straight over the heads of a number of people at the time.

At the end of the day the plane is pretty much a write-off, I might be able to do something with the wing but the fuselage has probably had enough minor repairs over the years to count as dead.

The post-mortem: I knew I wasn't happy with the battery attachment but didn't do anything about it. Further encouraging my complacency was that was that it had been that way for a long time and there'd been no

trouble. Although up to that point my flying style deliberately avoided pushing the boundaries, I forgot about being gentle because I was not doing something different to normal (which could have happened at any time). The battery as a projectile certainly was risky, it was only luck that its path took it clear of the pits, had the plane been moving slower or flying lower the result could have been much different.

If nothing else this incident is a very solid reminder of how important it is that everything in a model is properly and suitably attached and that the strength is checked at regular intervals. The Velcro was probably barely adequate when the diamante first took to the air. Obviously it was not on this day.

Thanks for that Duncan. I'm sure it will be of particular interest to those who fly electric. It contains some good practical advice based on an unfortunate experience. Ed.



Tips & Tricks

Check that covering

We've had dozens of new Boomerangs at the field over the years but this is the first time the covering has torn away in flight on both the upper and lower surfaces of one wing. Nobody noticed any puncture marks in the iron on film during the pre-flight check.



The covering tore away on the upper and lower surfaces of the left wing during the first flight. Very unusual!!!

Max test flew the Boomerang for the owner who is a prospective new member. If my memory serves me correctly Max had given the transmitter to the owner after a couple of circuits then shortly after he started to get into difficulty. Max grabbed the controls and immediately knew something was wrong as it was all of a sudden way out of trim. The only thing to do was land ASAP which Max did without incident.

Once we saw the covering it was obvious what caused the instability. On close inspection there was no sign of any framework damage indicating it had hit something such as a bird or other model.

The model has since been repaired and flown again without incident.

Warning Signs...

I've been flying my old CAP231 powered by an OS91FS-p a fair bit recently and whilst refuelling for the second flight of the day I noticed an unusual amount of black oil emanating from the exhaust. On closer inspection it turned out that the muffler was loose on the lock nut. The point I'm making here is, be observant for anything that is out of the ordinary. Had I simply ignored the 'warning sign' and flown, the muffler would have unscrewed because there is no pressure line and then lost in the outfield. Being vigilant saved a few (quite a few) bucks!!!



I adjourned to the shed to remove the cowl and tighten the muffler. Photo courtesy of Murri Anstis.



Gold Wings

On Sunday 7th August our Treasurer Nick Katsikaros thought it was a good time to have a go at attaining his Gold Wings. As Glenn and I were there and the weather conditions were favourable Nick asked if we were willing – we thought let's put him 'through the wringer'.

We got half way through the list of manoeuvres when it started to rain so Nick landed and we adjourned to the shed for half an hour. Nick had little difficulty completing the schedule with the exception of the three loops. His first attempt was not up to scratch as he was trying too hard to get them superimposed. On his second attempt after the rain stopped he had no trouble.

Congratulations Nick, you should receive your gold wings accreditation in the next couple of weeks.

Come on the rest of you – it would be good to see more bronze & gold wings accreditations.



Great flying Weather

The last few weekends have great for flying – makes up for the July crap! On Sunday 21st August Wayne Goodwin brought his Great Planes PT17 Stearman out for an airing and A1 (aka Graeme Allen) flew his Feisler Storch in preparation for the comp at Albury the following weekend.

Graeme was unlucky on landing as he did some damage to the fuselage where the U/C brace attaches to the centre of the fuselage. It was quite a smooth landing and one would not have expected any damage to occur. Maybe it was cracked inside from a previous landing; if that is not the case then the method of construction needs to be strengthened.

Graeme hopes to have it repaired for Albury – if not then the RV8 will be pressed into service.



Wayne brought his PT17 Stearman in for a text book landing after quite a long flight. Model is powered by an ASP/Magnum 120FS. Looks really good in the air!



Graeme's Feisler Storch is coming in for a low pass over the field.



Access track

The rain hasn't let up and the track is getting worse. We all need to take particular care when driving through the water over the track. It is starting to get soft and cut up now. SLOW DOWN but don't stop. Also make sure you stay on the track.



Tim Carter managed to pull an unwary visitors car back onto the track after getting stuck.

We had a visitor on Sunday 14th August who thought it would be better to skirt around the water only to get bogged once off the track. Tim with his AWD Subaru managed to pull the car back onto the track. They then made their way to the car park and enjoyed our hospitality and flying.



Events

Ararat IMAC – 6th /7th August, by Mat Werner

The Ararat IMAC (International Miniature Aerobatic Club <http://www.mini-iac.com/>) event was held on Saturday 6th & Sunday 7th August. Participants travelled from Geelong, Melton, Bacchus Marsh and Ballarat. Despite the event being held in Ararat, no one from Ararat actually flew! There were around 15 participants in the event, including Luke 'the aerostig' Penna (from Tates Hobbies), and Mad Mal from Bacchus Marsh.

There were a few short showers over the weekend, but also periods of sunshine. Saturday morning proved particularly favourable for flying.



A cross section of the IMAC compliant models that competed.



That lake certainly looks inviting for sea planes.

Most of those flying put in a minimum of 4 – 5 flights for judging over the weekend. We were all fortunate enough to witness some awesome 3D displays by Mal on both days.



Results as follows:

BASIC:

- | | |
|-------------------|--------|
| 1. Mark Skrobalak | 5000.0 |
| 2. Mat Werner | 4538.1 |
| 3. Eddie Garay | 3788.0 |

SPORTSMAN:

- | | |
|-----------------|--------|
| 1. Luke Penna | 4985.0 |
| 2. Paul Barnard | 4885.0 |
| 3. Mal Craig | 4622.6 |

INTERMEDIATE:

- | | |
|-----------------|--------|
| 1. Scott Ustick | 5000.0 |
|-----------------|--------|

Overall, a well organised event run by the VSAA (Victorian Scale Aerobatics Association) that I would encourage others to attend.

Next IMAC event is on the 10th September in Albury. Check out www.scaleaeros.com.au



Coming Events

VFSAA comp & Rally – TCMAC Albury

A few of us are going to Albury for the VFSAA Scale comp & rally to be held over the weekend of August 27th/28th.

All are welcome; it is a good field, great competition and sociable weekend.

If you intend to go let me know so we can give the Albury club and VFSAA some idea of numbers. You don't have to compete as it a rally as well on the Sunday but all models must be scale.



Event Calendar

- | | |
|---|--|
| August 7 th | VFSAA Sportscale – Keilor |
| August 27 th /28 th | VFSAA comp & Rally – TCMAC Albury |
| September 11 th | Monty Tyrell Scale Rally – P&DARCS
(Cancelled due to wet field) |
| Sept 17 th /18 th | Mammoth Scale Fly-In – Shepparton |
| October 10 th | State Champs, F4C & Large Scale – P&DARCS. |

- October 23rd** State Champs ARF Scale – BRMFC
- October 30th** Springfest – Lake Wendouree Ballarat
(We propose to have a static display)
- Nov 26th/27th Annual Fly-In & Swap Meet – Hamilton
- November 27th OS Engines Fly-In – P&DARCS
- December 4th VFSAA Scale Rally/Mini Comp – Nepean
- January 1st 2012** BRMFC Sausage Sizzle – Bunnings Ballarat

That’s all for now. Good flying.
G.W & R.C.

For Sale

Mini craft ARF Christen Eagle complete with 53cc 3mm Petrol Engine.



1676 mm wingspan (66 inch).

Engine has only run three times and model has never been flown.



If you are interested please contact Graeme Allen on 0418 534 983 or graemeallen@dodo.com.au

Price \$500.



Time for some Frivolity – the sealed section

Note: If easily offended please skip this item. It contains adult themes, but no crude language or nudity.

Some interesting facts for all of the ‘dorks’ out there:

- The term "the whole 9 yards" came from WWII fighter pilots in the South Pacific. When arming their airplanes on the ground, the .50 calibre machine gun ammo belts measured exactly 27 feet, before being loaded into the fuselage. If the pilots fired all their ammo at a target, it got "the whole 9 yards."

- The very first bomb dropped by the Allies on Berlin during World War II killed the only elephant in the Berlin Zoo.
 - Playing cards were issued to British pilots in WWII. If captured, they could be soaked in water and unfolded to reveal a map for escape.
 - Charles Lindbergh took only four sandwiches with him on his famous Trans Atlantic flight.
- Finally, a whale's penis is called a dork.....

The Fox Hunt



REMEMBER: WHEN YOU ARE IN DEEP SHIT – LOOK STRAIGHT AHEAD, KEEP YOUR MOUTH SHUT & SAY NOTHING!!!

The Poetry Contest

The National Poetry Contest had come down to two semi-finalists: A Yale graduate, and an Irish hunter.

They were given a single word, and then allowed two minutes to come up with a poem that contained the word. The word they were given was 'TIMBUKTU'.

The Yale graduate steps to the microphone and said:

'SLOWLY ACROSS THE DESERT SAND
TREKKED A LONELY CARAVAN.
MEN ON CAMELS, TWO BY TWO
DESTINATION – TIMBUKTU' .

The crowd went crazy! No way could the Irishman top that, they thought. The Irish hunter calmly made his way to the microphone and recited his poem:

'ME AND TIM A HUNTIN' WENT,
MET THREE WHORES IN A POP-UP TENT.
DEY WAS THREE, AND WE WAS TWO,
SO I BUCKED ONE, AND TIMBUKTU'!

The Irishman won hands down.

