



## NEWSLETTER – August, 2012

### Committee 2012/2013

<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>	Graeme Allen	(0418 534 983)		
<i>Returning Officer:</i>	(The Secretary)			

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Note the meeting location.

The next meeting of BRMFC is to be held at the **Field Air Offices at Ballarat Airport** on Wednesday August 22<sup>nd</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

### New Meeting Location

Peter Evans has organized Field Air Offices for our meeting this Wednesday. This has come about because Findlay Engineering is unavailable while Noel is away and the access track at the flying field is probably going to be under a layer of water until summer making entry at night hazardous. (See map below for office location)

It should be interesting as you will no doubt get to see some of the aircraft in the hangar. Distance for most will be about the same as for Findlay Engineering.



### 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 AGM was held before the last ordinary meeting on the same night where the current committee presented their reports and the secretary read the minutes of the previous AGM. As it turned out all positions were up for re-election this time brought about by the early retirement of Matt Porter midway through the year.

All positions were declared open and after nominations and acceptances were received not much changed. In fact the only change was Graeme Allen elected as Publicity Officer.

The AGM was closed at 8:11PM and we moved on the ordinary meeting. The following is extracted from the minutes.

### 6. Reports

#### Relocation Sub-Committee

A few sites have been inspected but judged unsuitable as too small. We understand the Colac Club is also looking for a new field, probably towards the Geelong area.

Roger Carrigg, Mat Werner, Noel Findlay, Glenn White attended the Keilor VFSAA event, as reported in the July Newsletter, with all flying and Glenn also judging.

Noel Findlay updated members on the Fox Moth's progress as having successfully cleared customs in Spain.

### 7. General Business



**I) Wind Farm**

A letter will be drafted to West Wind requesting the timetable for the construction phase.

M Anstis supplied a map showing the proposed turbine locations.

**II) Field Maintenance**

a) Mat Werner reported that the pressure washing by the Buninyong Fire Brigade cleaned the strip reasonably well. The industrial pressure washer was too slow.

b) Mat noted that we need some more container key sets.

**Members who are no longer involved in mowing and strip maintenance are requested to return key sets to the Secretary.**

c) Mat noted that some more nitro methane should be ordered.

**III) Club History Compilation for Web Site**

Murri Anstis reported that model flying at Ballarat (control line) goes back as far as 1932.

Drafting of the history has commenced after gathering a considerable amount of information.

**IV) Past Presidents**

It was agreed that a list of past office bearers should be listed on the web site, and possibly an Honour Board for the Club rooms. Noel Findlay volunteered to manufacture a board, but will be delayed due to workload.



**VMAA News**

- At the VMAA AGM held on 19<sup>th</sup> July it was declared that Executive Committee for the year 2012/2013 to be:

President	Carl Bizon
Vice President	Greg Lepp
Secretary	Chris Caulcutt
Treasurer	Brian Dowie
Registrar	Graeme Wilson
Contest Administrator	Graham Scott
Ordinary Member No. 1	Col Collyer
Ordinary Member No. 2	Joe Finocchiaro (Editor)

- Bairnsdale new field investigation – CASA has advised that this field would not gain adequate height clearance to make it a viable option to purchase; VMAA executive has advised BADMAC of this fact and to continue looking at other field options.
- TCMCA Albury – The VMAA has endorsed TCMCA applying for a loan from the MAAA to supplement a council grant which will enable the construction of a hard runway at their field.

- VMAA Newsletter distribution – Out of 2900 members we are emailing 1984, and posting out 884.



**New Models seen at field**

John McLennan is still churning out scale models like on a production line. His latest is a Miles Monitor powered by two OS 110α four strokes. As you can see it is quite a large model apparently tipping the scales at a little over 12kg. The model also has Robart retracts fitted.

The Miles Monitor was used to tow targets for ground gunnery practice, hence the black and yellow striped livery underneath. There will certainly be no trouble determining its attitude in the air.



*John with his latest model off the 'assembly line'. This one's a Miles M.33 Monitor which was designed to tow gunnery targets.*

The **Miles M.33 Monitor** was a twin-engined British target tug aircraft designed and built by Miles Aircraft towards the end of the Second World War. Intended for use by the Royal Air Force and the Fleet Air Arm, the aircraft did not enter service with either. The Monitor came about as a response to Specification Q9/42 for a twin-engined high-speed target tug for the Royal Air Force. The specification called for a towing speed of not less than 300 mph (480 km/h) and an endurance of 3–4 hours. Two prototypes were ordered; the first prototype (Serial Number *NF900*) first flew on 5 April 1944, and was capable of reaching 360 mph (580 km/h). (Courtesy [Wikipedia](#))



*The dummy radial engine cylinders are quite effective and from a few feet look very realistic.*

John had the model out at the field on Sunday 12<sup>th</sup> August to run the motors up and see if any problems arise. From what I saw, the two OS 110's ran quite well and should have ample power and reliability. Rigorous checking of the CofG is required before the test flight. Unfortunately getting an accurate determination of the CofG on large models can be deceptive with disastrous results.



As you can see it's quite a large model and tips the scales at over 12kg.

On a lighter note and on the same day Doug Wallis came out with an electric foam model in the shape of a shark. Mat had the honour of doing a test flight. It flew okay but with the short wingspan it was generally laterally unstable making it touchy on the controls.



With the blue matting it looks like a shark jumping out of the water as it took off on the maiden flight.



No it's not the grog taking over – that is a shark!



Just about to touch down! It sustains a high angle of attack on landing without stalling and dropping a fin, I mean a wing.

Doug had another new model at the field on Sunday 19<sup>th</sup> August. This time it has an IC motor. The model is a Piper J3 Cub and is powered by a Magnum 52 FS. Nick had the honour of doing the test flight which went well.



During taxi trials it seemed a bit twitchy on the rudder but Nick got the hang of it and did a nice take off. The Cub flew around for quite a while which enabled me to get a few good shots to show it off.

The Magnum 52 FS seemed to have adequate power enabling loops and rolls and a generally very realistic flight performance.



*Doug's J3 Cub looks the part in the air that's for sure!*

After several circuits Nick brought it in for a text book landing – nose, wingtip, tail, no I'm only joking!!! I think some adjustments to control throws were made before the next flight/s which also went well.



### Gone Solo

Kevin Giddins went solo on Sunday 12<sup>th</sup> August and he was in high spirits over the occasion. Kevin is a relatively new club member and is also new to the hobby. However he has taken to flying like a duck to water and hasn't let his obvious impairment slow him down. Under Mat's guidance he took the trainer off, flew it around for quite a while then brought it in for a smooth landing taxiing to a halt. He was so excited Mat had to taxi it back to the pits.



*Len Astbury is no doubt imparting some encouraging advice to Kevin Giddins who went solo on Sunday 12<sup>th</sup> August.*

Congratulations Kevin, I guess bronze wings won't be far off now.

PS. Kevin was back out the following weekend (Sunday August 19<sup>th</sup>) doing several more solo flights under the guidance of other club members, yours truly being one.



### Goin's on at the field

A young lad and his mother turned up at the field on Sunday 12<sup>th</sup> August with an electric foam model. Going by what I heard they had tried to fly it in a paddock somewhere, might have been the grandparent's property and of course the inevitable happens. A few dings but fortunately only minor damage.

Anyway Tim Carter took hold of the situation and reassembled the model making a few necessary modifications to get them back on the right track.



*The white model looks quite effective against the grey sky with Mt Buninyong in the background.*

Being mode two Len was called upon to fly it while I had the honour of doing the hand launch. It just floated off maintaining a gradual climb into the 12km breeze and flew perfectly. (I reckon it was the hand launch!!!)

Len flew several circuits until the battery was exhausted and brought it into land alongside the runway matting.



*Len is retrieving the model after a successful flight. The visitors were overjoyed to see it fly the way it did.*

All in all it was a success and it's pleasing to be of assistance to young ones showing some interest in aviation.

On the same day we had another visitor at the field with a new model to test fly. From memory he said they were from down towards Colac and it was a similar distance to our field as Geelong's Dog Rocks Road field.

Mat gave assistance and test flew the trainer – an Eagle powered by what appeared to be an OS 46 AX.

By all accounts it flew very well (and Mat found that it was within his capabilities!!!)



As it turns out they were from Cressy which I found out the following weekend when Ralph was there again. This

time I (Roger) helped him out and by the second flight he was able to take off and land. Ralph had flown many years ago and looks like getting back into the hobby. As a matter of interest he said it took 40mins to get to our field from Cressy. That's not too bad – it takes me 30mins from Alfredton.

I took these shots of Mat's YAK 55 with an old Canon 300D SLR camera that I'm trying out. It's only 6.3MP but with 75-300mm lens it manages to capture a good close up shot. I'm looking at getting a new camera and working out whether I can be bothered with changing lenses. Certainly can't get shots like these with a compact camera.



Sunday August 12<sup>th</sup> turned out good flying weather after the rain passed mid morning. Mat couldn't resist a bit of 3D flying.



This was full zoom on 300mm lens and cropped a bit.

Gavin Gedye was flying his J3 Cub also on Sunday August 19<sup>th</sup>. Cubs are becoming like you know what! This one is scratch built from Dan Smith plans that Gavin sourced on the internet and is powered by a Saito 50 FS.

I managed to get a few shots while Gavin was doing some very low circuits ah la Len Astbury style with his LA Special.

Gavin has done a good job building this model and it is certainly a good performer. It's also encouraging to see

scratch built models at the field amongst the multitude of ARF's.



These shots of Gavin's Piper J3 Cub powered by a Saito 50 FS were taken on one of many low passes over the field.



## Tips & Tricks

Nick was having trouble with the OS 91 FX in his Edge. Turned out to be the centre pin in the glow plug was loose allowing it to lose compression. The plug still worked although the filament was a bit distorted. Anyway a new plug solved the problem. It appears the remote glow connection wire held on to the centre pin with a small wheel collet might have caused the plug failure. Perhaps the mass of the wheel collet combined with engine vibration caused the pin to loosen. Anyway I guess it took quite a long time to happen so not a big problem but still something to be aware of.



A loose centre pin in the glow plug caused Nick some engine problems last weekend.



## Events

### VFSAA Scale Event at Keilor – 22<sup>nd</sup> July

By Glenn White – this supplements the preliminary write up in the last newsletter. Ed

On Sunday 22<sup>nd</sup> July six of our club members travelled down to Keilor for a scale competition. The weather forecast was for a fine day with light winds and for once they got it right, there was just a slight cross breeze from the west. When the sun was out it was lovely but when it wasn't it was quite cool, especially out judging

It has been a few years since we were last at the Keilor club, it was nice to see the improvements they have made with the new toilets and sealed runways. Keilor is unique in the fact that is sooooo close to Tullamarine airport you can see the large airliners taking off and landing all day long. I am sure we could all be seen from their control tower.

There was a reasonable turn out with six flying in Scale, eight in A.R.F. and three in Giant Scale.

Noel had his Gypsy; this was to be the last chance he had to get a little more flying practice in before heading off to the world championships in Spain. Sharon (Noels better half) got another go at calling for him.

Things got underway just before 10.00am with the first round of ARF. Joe Finocchiaro's Miles Sparrow Hawk was the first to take to the air putting in a good flight setting a high standard for the day. Roger had a good flight with his Shoestring scoring well, Max didn't do too well his touch and go had a lot of touch with no go! David didn't fare much better with his electric P.C 9, halfway through his round the model gave of a strange noise as some of the covering started to peel off and not wanting to risk the model he landed halfway through the round. Peter Dealy's Spitfire flew well as did David Andersons Mew Gull and the scoring was close.

Matt was the only representative from Ballarat in Giant scale and as usual flew to a very high standard.

Roger led the way in Scale with his P 39 and put in an excellent round. The scoring was very close but Rod Mitchell with his Tigercat out flew all.

Things ran smoothly and we were able to get two rounds of Scale & ARF and three rounds of Large Scale flown by late afternoon. After the scores were posted, there was a bone of contention over the matter of *static* scores being applied. This needs to be sorted out in future so everyone understands the rules, before it gets out of hand. (Maybe the flight scores need to be formally recognized like they are at the Wagga WW2 & Military competition. Ed.)

The results and a few photos capturing the event follow. David's Vampire was shown in last month's newsletter.

Scale Results

Entrant	Aircraft	Flt 1	Flt 2	Flight	Static	Total	
D. Law	Vampire	2332	2325	2328.5	2938.5	5267	1
N. Findlay	Gipsy Moth	2456	2560	2508	2675	5183	2
N. Whitehead	Corsair	2278	2429	2353.5	2067	4420.5	3
R. Carrigg	Airacobra	2337	2454	2395.5	1620	4015.5	4
R. Dickson	Zero	2093	2099	2096	1415	3511	5
R. Mitchell	Tigercat	2494	2656	2575	-	2575	6

ARF Results

Entrant	Aircraft	Flt 1	Flt 2	Total	
R. Carrigg	Shoestring	2300	2380	2340	1
P. Dealy	Spitfire	2237	2297	2267	2
D. Anderson	Mew Gull	2151	2263	2207	3
J. Finocchiaro	Sparrowhawk	2085	2255	2170	4
D. Law	PC-9	1692	2454	2073	5
M. Rowan	Pawnee	1916	2083	1999.5	6
J. Gales	Piper Cub	1729	1882	1805.5	7
R. Dickson	Sea Fury	DNF	2064	1032	8

Large Scale Results

Entrant	Aircraft	Flt 1	Flt 2	Flt 3	Total	
M. Werner	YAK 55	2548	2499	2324	2523.5	1
S. Malcman	Piper Cub	2405	1967	2454	2429.5	2
T. Greiger	Piper Cub	1542	2116	2250	2183	3



Rod Mitchell (Keilor Club) pictured here with his Grumman Tigercat – also a solid performer at the Wagga WW2 & Military event. Rod achieved the highest flight score capped off with an impressive second flight.



Max is preparing the Pawnee for the first round. This is the first time model has been out with the larger Magnum 61 FS (was a 52). Model has always been lacking power particularly if there is a bit of wind.



Mat pushing his Yak 55 out of the pit area.



David Anderson's Mew Gull with the large scale cubs belonging to Tony Greiger and Steve Malcman in the background.

Xmas in July Dinner – Sat 28<sup>th</sup> July

The club held a Xmas in July dinner at the Atlantic Hotel on Saturday night 28<sup>th</sup> July. It was attended by 24 who got into the spirit of things and enjoyed the evening out.

We've used the Xmas in July occasion for a few years now and it seems to be quite popular. From what I could see everyone enjoyed themselves and the food & service was quite reasonable.

One thing that always annoys me when a large group orders with the same table number; hotel staff don't take

individual names so that when brought to the table the order gets to the right person. Gotta have a bit of a gripe!



Glenn and Judy were in the spirit of things. Glenn, Max and (Roger) shared a couple of bottles of red. (Not driving!)

After we had eaten it was time to draw the raffle for the Pitts EP model. Tickets were quickly scrunched up and placed into a box for the draw. Who will we get to draw the raffle? Someone said seeing as Noel & Sharon are off to Spain for the Scale World Championships; let's get Sharon to do the honours. So at precisely 9:03PM the raffle was drawn and won by club member Tony Faulkner who was not present.

Shortly after the raffle draw our president Peter Evans presented Noel & Sharon with a memento from club members in recognition of his entry at the Scale World Championships in Spain. A few weeks ago we started taking up a collection amongst the members and after much pondering on what to get purchased a couple of printed T shirts designed for the occasion and included the money left over to go towards the trip. Peter wished Noel every success and a safe and enjoyable holiday as well.



I think Noel's mind was elsewhere – probably Spain!!!



Sounds like bulltish to me Max!!!



Sharon drawing the raffle – and the winner is Sydney, no it was Tony Faulkner.



Club President Peter Evans is handing Noel a club memento in recognition of his entry at the world scale championships held in Spain during August.

Following the official duties we sat around for a while chatting with most leaving around 10PM. All in all a good night had by everyone!!!

**Raffle Winner**

As mentioned above the raffle for the EP Pitts was drawn during the Xmas in July dinner on Saturday 28<sup>th</sup> July. The lucky winner was new club member Tony Faulkner with ticket number 0123.



Congratulations Tony and once again many thanks to Max Fitzgerald for donating the prize and to those who supported the raffle.

**22<sup>nd</sup> FAI Scale World Championship**

The 22<sup>nd</sup> FAI World Championship for Scale Model Aircraft was held in Spain from 3<sup>rd</sup> – 12<sup>th</sup> August. We don't have much detail at this stage except to confirm that Noel came 20<sup>th</sup> in a field of 36 with his DH Fox Moth. It has been a long hard road for Noel and we must congratulate him on a fine effort. There was a lot of competition and being a first timer a lot of unknowns to contend with.

We must also congratulate David Law for achieving 5<sup>th</sup> place with his Pitts S2A which is a magnificent effort.

Here is a link to the results posted on the Spanish web site: <http://scale-wc2012.es/f4c-vuelo3.pdf>.

No doubt we will find out all about it when Noel and Sharon return home later in August.



**Event Calendar**

- August 3<sup>rd</sup> – 12<sup>th</sup> 2012 FAI World Championships for Scale Model Aircraft, Santa Cilia Airfield (Spain)
- August 18<sup>th</sup>/19<sup>th</sup> Robinvale & District Aeromodellers Club Annual Fun Fly-In – Robinvale
- August 25<sup>th</sup>/26<sup>th</sup> VFSAA Sportscale TCMAC – Albury (Cancelled due to lack of entries)
- Sep 15<sup>th</sup>/16<sup>th</sup> Mammoth Scale Fly-In – Shepparton
- October 13<sup>th</sup> Annual Auction – Sunbury MAC, St Andrews Church Hall, Barkley St Sunbury.
- Nov 3<sup>rd</sup>/4<sup>th</sup> Fun Fly – Ararat
- Nov 24<sup>th</sup>/25<sup>th</sup> Annual Fly-In and Swap Meet – Hamilton
- Dec 1<sup>st</sup> 2012 **BRMFC Sausage Sizzle – Bunnings Ballarat**
- Mar 1<sup>st</sup> - 3<sup>rd</sup> 2013 Avalon Airshow 2013 (Trade days Feb 26<sup>th</sup> to Mar 1<sup>st</sup>)
- March 24<sup>th</sup> 2013 BRMFC Annual Open Day – Yendon**

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

**Time for some Frivolity – the sealed section**

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

**Murphy**

Murphy, a furniture dealer from Dublin, decided to expand the line of furniture in his store, so he decided to go to Paris to see what he could find.

After arriving in Paris, he visited with some manufacturers and selected a line that he thought would sell well back home. To celebrate the new acquisition, he decided to visit a small bistro and have a glass of wine.

As he sat enjoying his wine, he noticed that the small place was quite crowded, and that the other chair at his table was the only vacant seat in the house.

Before long, a very beautiful young Parisian girl came to his table, asked him something in French (which Murphy could not understand), so he motioned to the vacant chair and invited her to sit down.

He tried to speak to her in English, but she did not speak his language. After a couple of minutes of trying to communicate with her, he took a napkin and drew a picture of a wine glass and showed it to her. She nodded, so he ordered a glass of wine for her.

After sitting together at the table for a while, he took another napkin, and drew a picture of a plate with food on it, and she nodded. They left the bistro and found a quiet cafe that featured a small group playing romantic music.

They ordered dinner, after which he took another napkin and drew a picture of a couple dancing. She nodded, and they got up to dance. They danced until the cafe closed and the band was packing up.

Back at their table, the young lady took a napkin and drew a picture of a four-poster bed.

To this day, Murphy has no idea how she figured out he was in the furniture business.

**A few quickies**

- My daughter asked me for a pet spider for her birthday, so I went to our local pet shop and they were \$70!!! Bugger this, I thought, I can get one cheaper off the web.
- My neighbour knocked on my door at 2:30am this morning, can you believe that, 2:30am?! Luckily for him I was still up playing my Bagpipes.
- Paddy says "Mick, I'm thinking of buying a Labrador." "blow that" says Mick "have you seen how many of their owners go blind?"
- I saw a poor old lady fall over today on the footpath!! At least I presume she was poor – she only had \$1.20 in her purse.
- A wife says to her husband you're always pushing me around and talking behind my back. He says what do you expect? You're in a wheelchair.
- I was explaining to my wife last night that when you die you get reincarnated but must come back as a different creature. She said she would like to come back as a cow. I said you're obviously not listening.
- The wife has been missing a week now. Police said to prepare for the worst. So I went to Vinnies to get all her clothes back.

