



# Ballarat Radio Model Flying Club Inc.

Web site: [www.brmfc.org.au](http://www.brmfc.org.au)

Inc. No. A0001288M

## NEWSLETTER – December, 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)
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<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 out at the flying field on **Wednesday January 23<sup>rd</sup> 2013** 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. Annual Display Planning



As another year comes to a close on behalf of the president and committee Glenn and I would like to thank all those members who have helped to make this a successful year out at the flying field. The grass magically seems to be mown when we go out at a weekend so many thanks to the mowing team which I believe is primarily Richard & Mat.

We would like to take this opportunity to wish all members and their families a very merry Christmas and a happy and fulfilling New Year.

Maybe Santa will bring that new model (the flying kind) you've been dreaming about.



### 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.*

#### 6. Reports

##### I) Relocation Sub-Committee

Max Rowan looked at another property at Trawalla, but it is too small and too close to town.

It was agreed that an advertisement should be prepared and lodged in the weekly times.

Kevin Curwood noted that the VMAA is looking to purchase 6 or 7 sites for aero modelling clubs in Victoria. Kevin suggested that if the Ballarat clubs could come up with a joint proposal, it would be favourably considered.

##### II) Hamilton

Quite a few BRMFC members and wives attended the Hamilton funfly. Hot and windy, but a good event and well attended.

##### III) Melton Fly-in

A jet crashed and burned, requiring a fire brigade to attend.

#### 7. General Business

##### I) Wind Farm

No response from the letter to West Wind requesting the timetable for the construction phase.

*Secretary to phone West-Wind. They apologized for not responding and said they would do so ASAP.*

##### II) Field Maintenance.

**BBQ Area** – a working bee is required to repair the rabbit undermining of the BBQ area. A working bee will be organized in January. (Brick pavers need re-laying.)

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

Nil Report.

#### IV) Annual Display Day.

Secretary has received approval for the BRMFC Display Day from the VMAA Secretary.

R Carrigg suggested that we should try to get an entry in the My Ballarat publication.

Max Rowan will organize a banner.

Mat Werner confirmed that his employer (Duo Mobile) is prepared to sponsor an "event" or signage at the Annual Display Day with a donation of \$500.

Mat also noted that an email to Mars requesting a contribution for the lolly dropper would be looked on favourably.

#### Working Party:

R Turner, J Dowsley, G White.

#### V) Bunnings Sausage Sizzle - 1st December

R Carrigg has organized food and drink, and has requested members bring an esky.

Glenn White will purchase bread, ice and onions from Coles on the way to Bunnings.

#### VI) Xmas Breakup

M Rowan has organized a booking at Barclays for the December 14. Numbers will be required in the next week.

#### VII) Meeting location

The next meeting will again be held at *Field Air (Ballarat Airport)*



### VMAA/MAAA News

- **Echuca Club field purchase** – The VMAA Executive visited the site and agreed that it is a great property to purchase. The Echuca club is to investigate a couple of local council concerns regarding toilets and planning permits and reply to the VMAA. The Executive has moved that subject to all appropriate matters being resolved the VMAA will purchase the land using VMAA funds and lease back to the Echuca club. Land purchase is currently in progress. *Not sure of the exact price but is circa \$70k. Looks like a good outcome for the Echuca club. Ed.*
- State Field report by N.F.G.
  - Access gate to E/W runway has been installed.
  - Obtaining quotes to grade road to E/W runway.
  - Extension to sprinkler system to cover pit area and area near the car park.
- The MAAA Vice President has an interesting article on our public liability insurance policy in the MAAA newsletter No. 05/2012 which can be found online at <http://www.maaa.asn.au/maaa/pdf/news/2012/NL2>

[012no05.pdf](#) . It's well worth reinforcing in our own minds occasionally the benefits of the MAAA.



### New Models seen at field



Although Graham Waterhouse is an experienced and avid builder he has seen the merits of the odd ARF model to take the strain off the building schedule. The model here is a Beagle Pup powered by an OS 40 two stroke. From what I saw the Beagle flies quite well.



### Crash Report

Max had another engine failure in his Yak. (Mat's old one.) The 3MM 53cc stopped again but this time in an awkward position and when Max attempted to turn back to the strip it must have stalled and impacted heavily breaking its back. Max said it is quite repairable and no doubt we will see it back in the air shortly. Ya gotta have a reliable donk up the front!!!



### Tips & Tricks

#### 2.4GHz Receiver – no range

We had an incident at the field recently where an Optima 2.4GHz Rx had little or no range causing loss of control on takeoff resulting in extensive but repairable damage to the model.

Upon investigation back in the shed it was revealed that the Rx had been in a major crash previously when the ARF trainer it was in suffered structural failure mid flight. (There's another thing to watch – wings coming off ARF trainers due to poor gluing.)

The case was pulled apart and the aerial wire which plugs into the Rx printed circuit board was disconnected. This is quite different to the old FM/PCM receivers where the aerial wire is soldered on. As was noted they are probably mobile phone technology connectors.

The message being conveyed here is to be very cautious using crashed components and also be careful of the aerial wire because it is connected by a push on plug. Rough handling could dislodge the aerial because the wire is stiffened by the heat shrink tubing where it exits the case. This no doubt applies to all 2.4GHz technology receivers.

Remember to always do a range check before the first flight of the day.



### Events

#### Hamilton Fly-In 24<sup>th</sup>/25<sup>th</sup> November

By Glenn White.

It's that time of the year again and our last trip away before Christmas. The weather forecast for the weekend was looking good.

Roger and I normally arrive down there late Friday afternoon and don't go out to the flying field until Saturday morning. This year I wanted to sneak out on the Friday and test fly my Me163 Komet after having extensive repairs (lost a wing in a mid-air collision – according to the newsletter archive this was on 28<sup>th</sup> June 2009). We arrived there just after 3.00 pm expecting to be the only ones there but were surprised to see so many people; a quiet test fly was going to be out of the question.

The weather conditions were perfect, very little wind and no excuse not to give her a go. After some time spent trying to tune the OS 55 (learned that a lot of modellers are having trouble with this motor) we sat her on the dolly and pointed into wind.



The Komet is always a bit of a handful on the ground but once it leaves the dolly usually she flies like a bird but not this time, talk about exciting! What a handful I am getting too old for this s#%t. The model was completely out of trim and after a couple of ugly gyrations way too close to the ground I managed to get some height. Just as I almost had it trimmed the motor quit fortunately I had plenty of height to make an uneventful landing. On close inspection it was found that the new wing didn't quite match the old one, the above photo shows the amount of trim it flew with, remember they are elevons. No wonder it was a

handful!! (Glenn's Story continues on after these photos. Ed.)



Putting up the shade tents first thing. Does that feel good Murri? Say no more!!!



Wayne had his problems – locked his keys (including car keys) in the trailer. Glenn came to the rescue with a hacksaw. Locks only keep out the honest guys!!!



Isn't the strip long enough A1?

A1 (aka Graeme Allen) retrieving his Cessna 185 after landing a bit lot short on Hamilton's very very long runways.



Max is giving the engine one last tweak before takeoff. I hope Rick's enjoying the view!!!



Oops Max! You've done it again!!! Instant tail dragger.



Roger's Super Stearman on takeoff (with muffler in place).



*News flash!!! Roger had two dead stick landings with his Super Stearman. The first was attributable to a lean mixture whilst the second the muffler came loose on the OS200FS and dropped down severing the pressure line. A1 is kindly pointing this fact out to Glenn with the camera. Muffler was retightened and the pressure line re-attached, followed by a couple of uneventful flights.*

Seeing as the conditions were so good Roger had a couple of flights with his Shoestring before we packed up and went back to get checked in at the motel. There we met up with the clan, had a few beers and then walked into town for dinner. The girls struck it lucky as they had extended shopping hours; most of the shops were open until midnight.



*It was very enjoyable to sit outside at the motel for pre dinner drinks and a bit of bulltish (both nights). Afterwards we walked into town for dinner at the Grand Central Hotel. Friday night they had late night shopping until midnight. On Saturday night the police had a breathalyser setup on the way out of town as we walked past. They said they were testing pedestrians on the way back!!!*



Saturday morning after the usual MacDonald's breakfast we arrived out at the field where the conditions were not as good as Friday, a little on the cool side with a stiff breeze. Graeme & Diane had their "igloo" shelter we soon had it erected, then Murri arrived with his, this was soon put up adjoining Graeme's giving us plenty of room to sit in the shade. Max and Wayne & Karen drove down Saturday morning to join us, it seemed like half of Ballarat was there.



Murri Anstis is starting the OS91FS in his Tiger Moth ably assisted by Graham Waterhouse.



Murri's Tiger Moth is on a low slow flypast looking very realistic indeed.



Murray Ellis is doing high speed passes with his racing Monocoupe. Most were much lower than this one I managed to get on camera. Twin cylinder petrol power of around 100cc fitted with a smoker for that added effect.

There were plenty of treasures in the swap tent; most of us were in and out of there during the weekend not wanting to miss anything (You had to get there before the Geelong boys snapped up the bargains).



John Hoy from Warrnambool (right standing) with helpers readying his Air Tractor powered by a Moki 150cc 5 cylinder radial for another impressive flight.



Wayne's PT17 Stearman on landing approach.

You will see by the photos Ballarat had plenty of models there with most of them flying. As usual there were some really nice models there on display and flying. I think that for the full weekend there were only a couple of crashes, not bad seeing as there were planes in the air continuously throughout both days. The field was immaculate as usual and well organized. The Hamilton guys do a great job and their wives, partners, girlfriends, mistresses etc. do a great job of running the canteen.

Sunday was a carbon copy of Saturday maybe a little less wind and warmer. Things began to wind down by mid afternoon and the presentations were held at about 3.30 giving us ample time to get packed up and on the road home at a reasonable hour.

The Hamilton club awarded many trophies and it is difficult to remember unless you jot them down at the time. However we recall John Hoy from Warrnambool received Pilot's Choice with his large Air Tractor and from our club Glenn got *Best Scale under 72"* with his Komet and Rick *Best Electric* with his PBY Catalina and *Best Scale over 72"* with his Fokker Eindecker.

### Bunnings Sausage Sizzle 1<sup>st</sup> December



We held our seventh sausage sizzle at Bunnings Ballarat on Saturday December 1<sup>st</sup> amid near perfect conditions. The temperature reached 24 degrees with a light north westerly breeze to keep the cooks cool and refreshed.

Without doubt this is the best event we have held at Bunnings so far, turning in a profit of \$1772 for the club. To achieve that result we sold just over 1000 snags and 200 drinks at \$2 and \$1.50 respectively.

Between 11AM and 2PM customers were queued up and those on duty were really working their butts off. Noel was the 'chef' during that period and estimated he cooked 600 snags. It was so busy Glenn stayed on from the first shift where he was the cook and helped Noel keep up the supply of snags on the hot plate. The final shift gets an easier time of it customer wise but is faced with the task of cleaning and packing up. The BBQ facilities have to be left clean and are inspected by Bunnings staff before departure.



Peter likes to work on the outside laying up bread on napkins.

Events such as this are great fund raisers and also a venue to promote our club and hobby. We had A5 flyers on the counter for people to take as a way of introducing ourselves.



With a team like that what could possibly go wrong!!! Looks like Curly, Larry & Moe.



New member Myles Cooper (left) and his mother Kelli were rostered on during the busy midday shift and were a great help.

I (Roger & Event Coordinator) would like to take this opportunity to thank all those who helped out on the day

and contributed to the excellent result. And yes we have applied for another gig.

### BRMFC Xmas Party – 14<sup>th</sup> December



The Christmas party was held on Friday night 14<sup>th</sup> December at the Barkly Lodge restaurant. Unfortunately it clashed with many members' own work breakups and that lowered the attendance somewhat. I (Roger) was unable to go due to a virus infection not wanting to cough all over everyone. Perhaps next year we should consider a Wednesday or Thursday night instead in the hope more will be able to go.

Once again we must thank Max & Judy Rowan for organizing the event and the gifts that were handed out.

I'm sure those who went along enjoyed themselves and going by the photos Glenn took that would seem the case.





Glenn said he was experimenting with the camera settings but I think the focus/exposure is reflecting the red wine consumption!!! The photos seem to have become a bit fuzzy as the night wore on.



### Event Calendar

- Dec 1<sup>st</sup> (Sat) **BRMFC Sausage Sizzle – Bunnings Ballarat**
- Dec 14<sup>th</sup> (Fri) **BRMFC Xmas Party – Barkly Lodge**
- Feb 10<sup>th</sup> 2013 **Bipe and Bush Plane Day – Mitchell Fixed Wing Aero Club, Hilldene Vic.**  
[www.mfwac.com](http://www.mfwac.com)
- Feb 24<sup>th</sup> **40<sup>th</sup> Anniversary Leura Fun Fly – Camperdown, Corangamite Model Aircraft Club.**
- Mar 1<sup>st</sup> - 3<sup>rd</sup> **Avalon Airshow 2013 (Trade days Feb 26<sup>th</sup> to Mar 1<sup>st</sup>)**
- March 9<sup>th</sup> (Sat) **VFSAA Scale competition – Yendon.**
- March 24<sup>th</sup> **BRMFC Annual Open Day – Yendon**
- April 13<sup>th</sup>/14<sup>th</sup> **F3A Pattern Aerobatics Ballarat – Yendon**
- April 28<sup>th</sup> **Annual Twins & More – NFG State Field**

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.

A Scotsman walks into the Bank of England in Threadneedle Street, Central London, and asks for the manager. He tells the manager that he is going to Australia on business for two weeks and needs to borrow £5,000.

The manager tells him that the bank will need some form of security for the loan, so Hamish hands over the keys and documents of his new Ferrari parked on the street in front of the bank. He produces the Log Book and everything checks out. The manager agrees to accept the car as collateral for the loan.

The bank’s General Manager and its officers all enjoy a good laugh at the rough looking Scotsman for using a £120,000 Ferrari as collateral against a £5000 loan. An

employee of the bank then drives the Ferrari into the bank’s underground garage and parks it there.

Two weeks later, Hamish returns, repays the £5,000 and the interest, which comes to £15.41.

The manager says, "Sir, we are very happy to have had your business and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out and found that you are a multi-millionaire. What puzzles us is; why would you bother to borrow £5,000?"

Hamish replies: "Where else in London can I park my car for two weeks for only £15.41 and expect it to be there when I return!"



A couple more photos from Hamilton.



Graeme is starting his Cessna 185.



It’s not my fault!!!



A very impressive Hawker Hurricane, both on the ground and in the air.