



NEWSLETTER – May, 2011

Committee 2010/2011

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The next meeting of BRMFC is to be held out at the flying field on Wednesday May 25th 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.

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. Roy Gladman Competition
5. BRMFC AGM (July 27th) – Nominations, fees

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

- 1) The Secretary checked the Springfest website a found that fees for exhibitors were: stalls for non-profit organizations \$50; pegged marquees \$200; and power \$100. After some discussion it was agreed that the matter was worth pursuing, and that further information would be sought from Springfest.
- 2) The Secretary contacted Bob Bevern of the DSE who responded that the DSE did not have any likely sites available for relocation of the Club.
- 3) Mooroolbool Shire runs a similar grants programme to Ballarat. A check of the Guidelines indicated that the BRMFC might be eligible under the Community Strengthening classification for up to \$1500 without any co-contribution. The other categories are for events, improving community facilities and community development (leadership training, etc.).

General Business

- 1) **Wind Farm**
No further developments since last meeting. Last update of WestWind website May 2010. Last Lal Lal project update February 2010.

2) **Display Day**

A good day for fliers, but the crowd was disappointing, most probably due to a number of large competing functions on in the Ballarat region that weekend. A good field of fliers from other clubs made for a good exhibition of aircraft models and flying. Mat Werner, Nick Katsikaros and Max Rowan put on a most entertaining combat exhibition.

Canteen etiquette: Club members to be barred from entering the canteen and getting underfoot and making a mess as they make coffees, etc.

Matt Porter to write to thank Craig Butterworth and other sponsors and express our appreciation of their support.

3) **VPA Event**

An excellent day for the VPA. The VPA has decided to make a donation based on the number of their pilots competing to the host.

4) **Field Maintenance**

- i) A thank you is required to Martin Tuddenham for the gravel he has donated to repair the track.
- ii) The gate lock has finally failed. Max Rowan will organise a replacement.
- iii) Max has ordered a drum of methanol, and we will need to generate a cheque for payment, and Matt Porter will arrange for collection.

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

Murri Anstis reported that he is continuing to collect information.

6) Roy Gladman Event

Agreed to wait until later in the year when the weather is on the improve.

7) 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.



VMAA News

Items of interest extracted from the Minutes of the Victorian Model Aeronautical Association Executive meeting held Thursday 12th May 2011.

- VMAA Constitution** – Due to numerous duplications of several clauses it was decided to re-write the constitution. In doing so there were also several areas that required updating. The proposed changes are not to change to intent of the Constitution, but rather to eliminate duplication, and make it more user friendly. At the special meeting held on 12th May the changes were adopted by unanimous vote.
- VMAA Country Meetings** – Moira club has accepted the offer to host a VMAA “country” meeting on 8th/9th October.
- Duty of Care Concerns** – The VMAA has received a letter from a VMAA affiliated member outlining concern with Aeromodellers who have been able / encouraged to purchase an ARF airframe from their general Local Hobby Shop with little or no guidance as to their duty of care to the MAAA and the rest of the Aero modelling community and ultimately the public. The VMAA Executive agrees with certain points of the letter; however the VMAA has no control on how retailers conduct their business. But rely on our members at club level with their concern / commitment to aero modelling to teach and educate those new to aero modelling.
- VMAA Newsletter in electronic format** – The first newsletter in the next financial year is to be published electronically. Newsletter costs are quite high; to reduce this, the only option is to have the newsletter sent out electronically. This could be done by informing the members by email, that the newsletter is available to be downloaded from the VMAA Website. The Executive passed a motion **“that we send the newsletter out via email to a link to the VMAA Website, this is to be implemented for the first issue of the newsletter in the new financial year.”** and **“that if any member advises the VMAA that they require the Newsletter in hard copy, they will be sent a copy in Black and White, at no cost to the member”**.

- State Field** – NFG representative reinforced the need for modellers who visit the State Field to comply with their club rules. Apparently there have been instances where rules have been breached.
- VMAA Fees 2011/2012** – The Treasurer Moved, “that the fees for the *senior* member be increased by \$1.00, bringing the *senior* fee up to \$49.00. With the potential to round up the fee structure to \$50.00 pending on the MAAA fee structure. Junior Fees to be set as 50% of the senior fee.”
- VMAA Website** – The VMAA website has exceeded its bandwidth plan; it has been suggested that we upgrade to the next level of plan, current plan is costing \$100 p/year, next plan to cost \$200 p/year. As the website has been “down” due to this, the President and Secretary discussed our options, and decided that we should accept increasing our web plan. This matter was discussed further at the meeting, and it was decided that our plan / web usage should be investigated, to establish what we may require in the future.

Proposed downloading of the VMAA newsletter will affect the download quota. Ed.



New Models seen at field

Mat saw this P51 for sale in the “swap tent” at our recent Open Day. It belonged to a former member who gave up the hobby before the model was finished. It’s powered by an ASP 91 four stroke and also has retractable undercarriage. (Not sure what brand the kit is.) From what I can see the P51 has taken over the mantle of the white shoulder wing model Mat used to terrorize us with before it met its demise down at Warrnambool.



Mat Werner and his new P51 with ASP 91 FS power. Photo was taken on May 8th however Mat has been flying it for a few weeks already. It’s probably had well over 50 flights by now.

Mat throws it around as you would expect with knife edge low passes and low level tight turns. It certainly looks the part in the air and being a four stroke it sounds scale like.

Wayne Goodwin also had his new CM Pro Cessna 182 out for another test flight on Sunday May 8th. Mother's day from memory! Wayne said he flew it a week or so ago with a 120 four stroke, but for some reason the engine wasn't running reliably so he decided to try it out with an OS155FS alpha that he recently purchased. When I saw it take off I didn't realize what engine was actually powering it but thought Wayne had fitted a 120FS. It shot off down the runway like a rocket and climbed out with real authority. I thought at the time, gee that 120 goes!!! I must admit I like the OS155FS alpha – drool, drool...



Wayne Goodwin's CM Pro Cessna 182 with Robart sprung nose wheel and OS155FS alpha power. The nose leg is cantered forward about 15° like the full size – I did the same with my TopFlite Cessna 182. I don't think we will see the cowl fitted until Wayne settles on the engine.



Featured Model

It was nice to see Len Astbury's twin out at the field again. The model of his own design with a wingspan of 8 foot was built back in 1992. It is powered by two OS 40 four strokes I guess of the same vintage. One of its main features is its weight or lack of it. Len builds very light in the old tradition. This allows him to do all sorts of manoeuvres including touch & goes on one motor etc.



Lining up for a high speed pass over the strip.

It's a pleasure to watch him actually fly the model as opposed to most of us who just guide the aircraft through the sky.

Side slips in either direction, crosswind landings etc. Len makes them look so easy. What do we have to do to get him to fly on our open days or in some of our comps!!!



Tight turns around the paddock!



An eye catching low pass down the strip!



Len Astbury and his own design twin engine model built back in 1992 and still flying well. This would be one of the best flying twins that I've seen. Photo was taken on Sunday May 1st. BTW, Len carves his own props.



I thought this would be a great photo but the model is obscured by Len's audience, caused by the camera delay. Maybe it's just my crappy camera skills!!!



Crash Report



Remains of Max's foam Striker. It had a charmed life surviving many impacts with terra firma. We're not surprised to see its demise – Max was often observed holding the Tx aloft to get it back in range.

Jeff's Boomerang came to grief as a result of transmitter battery connection failure a couple of weeks ago. Jeff suspects this is the reason behind his last couple of unexpected crashes. It looks like a new Tx is on the way. See Tips & Tricks below.



Tips & Tricks

Doing it on the cheap?

By Jeff Dowsley.

A little while ago I purchased a Eurgle 9ch 2.4GHz transmitter for around \$120. (Sold in the US as a Tournigy and as a FlySky).

It seemed a solid unit, with all the functionality, but with a Chinglish web manual – not very good, but plenty of YouTube know how on the web. The battery carrier in the Tx was a simple cradle for AA's – must be alright I thought, as that's what they supplied, right? Also as was supplied on my original Futaba SkySport 6.

I repaired the Boomer after it tried to go through the fence, and rebalanced it, and adjusted the trims. Managed two flights with it behaving perfectly. Best flight characteristics to date – flying dead level, without the usual dragging tail. Third (and final) flight, on the second lap, Tx lost all power and died. As did the Boomer!!! After some wiggling of the battery cradle, and an examination of the crimping of the lead into the PCB plug, it could be seen that the whole assembly was intermittent. This could explain 3 crashes where I didn't think it was pilot error.

Lesson learnt! Integrated battery packs or tab-soldered batteries if making them yourself, is essential for reliability.

Cheap is definitely not cheap, when a model is totalled.



Events

Mildura Fun Fly

By Rick Pimblott.

Autumn! What a lovely time of the year, mild calm days just right for flying. This year Pam & I decided we would do a few road trips.

First was the annual pilgrimage to Wagga Wagga for the military scale comp. This year was the 9th time and as usual we had a wonderful time. The weather was perfect, warm calm days as opposed to the last few years which have almost been washed or blown out. We arrived home from Wagga on the 25th then had a couple of days home before packing the bags again for Mildura.



Their pit area is like an oasis in the desert. They must have a good water supply to keep the grass growing. Note the generous shade facilities. A must in Mildura.

We arrived at Mildura late Friday afternoon & headed straight to the field. Having last been there about 15 years ago we were surprised to find a lush green field with two gravel defined runways & several lavish buildings as opposed to the red dust field we remember. Upon arrival we noticed several familiar faces who like us attend fun flies around the area. We had already run into Mat when we stopped for lunch at Birchip.



Saturday morning we headed out to the field arriving about 9.30 and met up with Moss Herd. Looking around

we could see 10 or 12 camps and well over 50 planes, mostly sport planes (Extras & Caps etc.). With this many sport planes & more arriving all the time it was looking like it might be hard to get a fly so I registered & set about having a fly. As usual Mat had apparently woken most of the campers with his early morning flying. It turned out it was not as hard to get a fly as I thought & was able to get several flights in for the day. The Weather was about 25 clear & calm.

Sunday was overcast but still warm & calm, another lovely day for flying. A few more flights and at day's end the presentations were made.



Look's like Mat is ready to get the Yak in the air for one of no doubt many flights for the weekend..

Our own Mat was awarded sport scale flying for the weekend & Pilot's choice was won by Barry Angus of Mildura with his 1/4 scale Sopwith Pup.

All in all it was a lovely weekend; next it is off to Twin cities for the autumn scale rally 21st & 22nd May.



Here's some models we saw at Warrnambool recently notably Richard Mudge's Mew Gull and pylon racer.



They have long gravel runways at Mildura. It's about 10 years since I (Roger) was there last. I think something will have to be done about that!!!



Pam Pimblott is helping Moss Herd from Ararat start his model. Moss was at our Open Day in April.



This must be the Ballarat camp with all these familiar models.



All looks pretty relaxed on the flight line!!!



The Sopwith Pup owned by Barry Angus of Mildura which won Pilot's Choice.

Thanks Rick for the insight into what went on at Mildura. Can't wait for the write up on Albury! Ed.

WW2 & Military Scale – Wagga Wagga

By Graeme Allen (aka A1)

On the 23rd and 24th of April, Wagga Model Club held their annual WWII & Military Scale fly in.

As this coincided with Easter this year (which does not happen all that often) there was only the smallest of contingents from Ballarat who made the 6 + hour journey up the road.

Rick and Pam Pimblott went up on the Thursday while Dianne and I made the trek on Friday.

As we had to drive straight past the field to get into Wagga, it wasn't too hard a task to call in at the field and obviously check out any bargains that Col Taylor might have.

However, to my disappointment (not my wife's) Col hadn't started to set up his tent at that point so, bugger, no bargains.

Saturday dawned and to my surprise, the weather was magic and totally different to some of the previous years when I have been there. *(The first year I've missed Wagga for 8 years and the weather is perfect – must be a message there!!! Ed.)*



Here's a panoramic shot of the models showing club facilities which are excellent. Col Taylor's tent can be seen on the right. Look at the lovely blue sky and droopy flags!

The days flying got underway around 10AM (a bit later than what they wanted) with them running the usual two flight lines and having to fly three rounds in total over the two day event.

There were 36 pilots and 51 aircraft entered. The categories were – WW II, Military, and ARF – of course, all models had to have some sort of Military history behind them or they were not eligible to be there.

During the Saturday, they managed to get through about half the total flights which meant that some people flew one round and some got a second round in on the same day.

I had taken up my latest model to the event **(and incidentally, it is still my latest model because my wife watched me like a hawk to make sure I did not make any major purchases from Col Taylor's tent while we were there)** which is a 156 Storch from Austars Models.



At lunch time they always put the models out on the matting for about 20 mins and allow the public to walk around for a close up look. Graeme's Storch can be seen in the foreground on the left with Rick's Mig in the front.

When I took off for my first flight, it was only the models third flight so I was a bit nervous but I need not have bothered because it flew very nicely, or maybe it was the pilot. *(No Graeme, it was definitely the model!!! Ed.)*

Rick flew his Mig 3 which also flew reasonably well but is due to be retired, a little bit of fuel ingress has taken over given its age.



Another shot of the models out on display. Definitely not as many as previous years. I've seen the display area fully covered with models. BTW, the mountain peak in the background is The Rock.

Sunday saw another beautiful day of around 22 degrees or so and it also saw me with my mouth watering at all the bargains in Col Taylors tent but would you know it, my wife just wanted to wonder around with me so all I could do was look with tongue hanging out.

It was a real shame because this was Col Taylors last year in the model business as he is closing his shop at Christmas "I think" after many years and there really were some great bargains.

As far as the competition went, there were a few ups and downs. From memory there were only two crashes for the weekend, both I think were dumb thumbs being the wing on one model ripped apart on landing and the other, a nice looking Tiger Moth DH 82 A in the WWII category being virtually wiped out just after take-off, a real shame because it looked very nice.

Peter Gow from N.S.W. won both the WWII and the Military (greedy thing) but he did fly well.

Final score sheet with all the results can be found at the end of the newsletter.



The public appreciate the opportunity to get up "close & personal" to the models they see flying.

If you can, try and make it to this event next year as it is well worth it if the weather is good. I don't know how they are going to get on without Col Taylor though; his tent really makes the event.

Thanks for the article Graeme. It's much appreciated when someone else puts the words together. Ed.



Coming Events

AGM – 27th July

I guess the main event coming up is AGM and committee elections for 2011/12 which is to be held on July 27th. Please don't be afraid to put your hand up and take on one of the positions up for re-election. All positions, with the exception of President, Vice President and Secretary are up for re-election unless the incumbents are not standing. The nomination form is attached to the newsletter.

BTW, fees for 2011/12 need to be paid by the 1st July. Once the MAAA sets their fees we will be able to set ours.

Sausage Sizzle Bunnings – 1st January 2012

We received notification from Bunnings on the 11th May advising that BRMFC has been allocated Sunday 1st January 2012 to hold a sausage sizzle at the Creswick Road Ballarat store.

The application was submitted way back on the 4th November 2010 which shows how much these events are in demand from groups such as us.

Put that in your diary, I know it's not a very convenient day being New Years day, but it should be good for business. Hopefully our sausage supplier is open during the Xmas New year break otherwise there will be some extra issues to contend with.



Event Calendar

- May 1st Foamy Pylon Racing – Greensborough (Run by Aust. Electric Flight Association)
- May 7th (Sat) VFSAA Sport Scale – State Field
- May 21st – 22nd MAAA Council Conference – Canberra
- May 21st – 22nd TCMAC Autumn Scale Rally – Albury
- June 11th – 12th Golden Era Air Races – Cobram
- June 11th – 12th VFSAA VicScale Trophy – Shepparton
- July 16th/17th Pylon Racing – Bendigo
- July 27th BRMFC AGM**
- August 27th/28th VFSAA comp & Rally – TCMAC Albury
- Sept 17th/18th Mammoth Scale Fly-In – Shepparton
- Nov 26th/27th Annual Fly-In & Swap Meet – Hamilton
- January 1st 2012 BRMFC Sausage Sizzle – Bunnings Ballarat

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.

Letter to IT Department

Dear Tech Support,

Last year I upgraded from Boyfriend to Husband and noticed a distinct slowdown in overall system performance, particularly in the flower and jewellery applications, which operated flawlessly under Boyfriend. In addition, Husband uninstalled many other valuable programs, such as Romance and Personal Attention and then installed undesirable programs such as Hockey, Football, Fishing and Continuous TV..... Conversation no longer runs, and Housecleaning simply crashes the system. I've tried running Nagging to fix these problems, but to no avail. What can I do?

Signed, Desperate

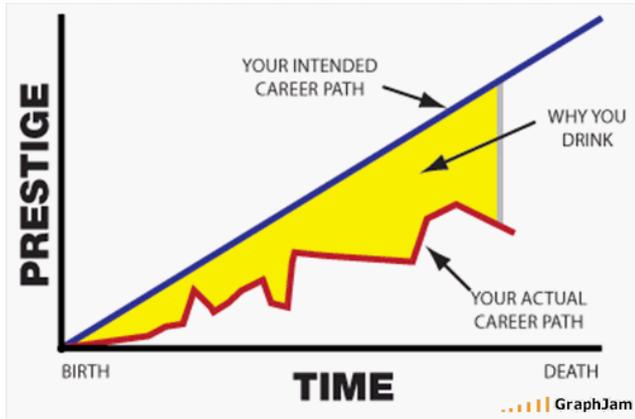
Dear Desperate,

First keep in mind, Boyfriend is an Entertainment Package, while Husband is an Operating System. Please enter the command: 'http: I Thought You Loved Me.html' and try to download Tears. Don't forget to install the Guilt update. If that application works as designed, Husband should then automatically run the applications Jewellery and Flowers, but remember - overuse of the above application can cause Husband to default to Grumpy Silence, Garden Shed or Beer. Beer is a very bad program that will download the Snoring Loudly Beta. Whatever you do, DO NOT install Mother-in-law (it runs a virus in the background that will eventually seize control of all your system resources). Also, do not attempt to reinstall the Boyfriend program. These are unsupported applications and will crash Husband. In summary, Husband is a great system, but it does have limited memory and cannot learn new applications quickly. It also tends to work better running one task at a time. You might consider buying

additional software to improve memory and performance. We recommend Food and Hot Lingerie.

Good Luck,
Tech Support

More Trivia



And More...

My mate's missus left him last Thursday; she said she was going out for a pint of milk & never came back! I asked him how he was coping and he said, "Not bad, I've been using that powdered stuff."

The police came to my front door last night holding a picture of my wife. They said, "Is this your wife, sir?" Shocked, I answered, "Yes." They said, "I'm afraid it looks like she's been hit by a bus." I said, "I know, but she has a lovely personality."



Results of WW2 & Military Scale – Wagga Wagga

#	WWII	Pilot - Aircraft	Static	Flight One	Flight Two	Flight Three	Total
1		Peter Gow - F4U Corsair	764	291	318	296	1378
2		Graham Harrod - NA Harvard Mk III	720	309	327	305	1356
3		Alf Williams - Gloster Gladiator	720	290	324	290	1334
4		Don Murray - Junkers Ju 87B-2	742	277	292	286	1320
5		John Tennant - Piper NE-1 Cub	604	274	299	270	1177
6		Brian Hutchinson - Fairy Swordfish MkI	596	237	288	283	1167
7		Chris Henry - Spitfire Mk. XIV	538	285	310	0	1133
8		Peter Goff - P47 Thunderbolt	488	301	332	0	1121
9		Robert Dickson - P 47 Thunderbolt	574	0	277	268	1117
10		Anthony Ogle - P-47 Thunderbolt	402	293	336	314	1052
11		Bill Mansell - DH82a Tiger Moth	476	264	280	273	1029
12		David Tennant - AT6 Texan	458	261	298	268	1024
13		Barry James - Tiger Moth DH82 A	654	276	53	0	983
14		Don Murray - Douglass Dauntless	726	198	0	0	924
15		Ray Ogle - Supermarine Spitfire IX	546	0	171	0	717
16		Ben Tennant - Mustang P51B	278	103	275	116	669
#	WWI	Pilot - Aircraft	Static	Flight One	Flight Two	Flight Three	Total
1		Robert Zyp - Albatross DVA	700	26	286	289	1275
2		Boyd Elliot - Fokker DB II	636	292	298	277	1226
3		Barry James - Fokker DUTT	650	278	281	288	1219
#	MILITARY	Pilot - Aircraft	Static	Flight One	Flight Two	Flight Three	Total
1		Peter Gow - Texan	716	297	314	291	1327
2		David Balfour - Piper Grasshopper	614	304	303	306	1224
3		Laurie Knight-Ian Strachan - P40E Kittyhawk	636	281	296	283	1215
4		Peter Noack - Klemm KL 35	604	236	297	269	1170
5		Don Strachan - Stinson Sentinel L-5	562	257	270	268	1100
6		David Tennant - YAK II	444	295	310	308	1062
7		Bill Mansel - Fairchild PT19	440	259	284	251	983
#	ARF	Pilot - Aircraft	Static	Flight One	Flight Two	Flight Three	Total
1		Peter Goff - FW-190A		322	256	322	644
2		Scott Mathews - PC21		304	316	314	630
3		Scott Mathews - DH4		319	292	308	627
4		Darren Marshall - Mustang		316	301	307	623
5		Darren Marshall - Sea Fury		304	283	302	606
6		David Tennant - SE5A		306	282	295	601
7		Brad Myers - AT6 Texan		292	236	297	589
8		Anthony Ogle - P-39 Airacobra		0	279	309	588
9		Byam Wight - P47 Thunderbolt		284	280	301	585
9		Ben Tennant - K161 Hien		293	279	292	585
11		Graham Allen - 156 Storch		298	263	284	582
11		Derek Slevin - Taylor Craft		291	277	291	582
13		Byam Wight - Grumman Pather F9F		309	265	270	579
14		Dick Tennant - Mikoyan Gurevich Mig 3		280	244	281	561
15		Ben Tennant - Fokker DVII		281	272	270	553
16		Jake Tennant - Pilatus PC -9		281	265	0	546
17		Robert Dickson - Hawker Sea Fury		282	260	0	542
18		Guy Young - Newport 238		81	273	266	539
19		John Castelan - Fokker DVII		242	248	279	527
20		Mal Peden - DH-82 Moth		256	250	256	512
21		Jake Tennant - F9F Panther		239	251	250	501
22		Laurie Knight - Thunderbolt		228	252	245	497
23		Rick Pimbott - Mig 3		242	237	252	494
24		Brian Tracey - P51 Mustang		129	0	0	129
25		Ray Ogle - Supermarine Spitfire IX		0	0	0	0

BALLARAT RADIO MODEL FLYING CLUB

Nominations form for new Committee Members for the 2011/2012 term. The positions of President, Vice-President and Secretary are filled, as they are 2 year terms from 2010.

Position nominated	Nominated person	Nominee signature
• Treasurer
• Safety Officer
• Safety Officer
• Publicity Officer
• Returning Officer
• Newsletter Editor
• Newsletter Sub editor
• Field Maintenance Officer

Signature of member making nominations :-

Sign

Name in block letters

This nomination form is for the above mentioned office bearer positions that will become vacant at the forthcoming Annual General Meeting to be held on the 27th July 2011 at Flying Field, Ballarat.

Should you wish to nominate a Club member, you should enter their name on the line (Nominated person) beside the position they are being nominated for, and have that person sign on the (Nominee signature) line beside. (Any form not signed by the nominee shall not be accepted).

Associated members are not eligible to either nominate persons or be nominated for positions.

You may nominate a person for one or each position or you may choose not to nominate anyone for any position.

Persons nominating anyone must be financial members of the club and persons nominated must be financial members of the club.

In order to ensure that voting forms are dispatched within the required time before the Annual General Meeting, nomination forms are required to be returned by 28th June 2005.

You may address your return form to the receivable person :-

Mr J Dowsley
514 Somerville Street
BUNINYONG VIC 3357

Jeff Dowsley
Secretary BRMFC