



NEWSLETTER – November, 2012

Committee 2012/2013

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Note the meeting location.

The next meeting of BRMFC is to be held at **Field Air Offices at Ballarat Airport** on **Wednesday November 28th** 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: **Field Air Offices at Ballarat Airport**

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. Annual Display Planning
5. Bunnings Sausage Sizzle
6. Xmas breakup

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

R Carrigg advised that Max Rowan has found another property at Trawalla, of approximately 30 ha priced at \$180,000.

II) SA

See newsletter - Matt achieved a 2nd, and also attended a fun-fly at Warracknabeal.

7. General Business

I) Wind Farm

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

II) Field Maintenance.

- i) Steering failed on the mower, requiring a \$4 part. Repairs ably assisted by Duo Mobile.
- ii) A working bee is required to repair the rabbit undermining of the BBQ area.

III) Club History Compilation for Web Site
Nil Report.

IV) Annual Display Day.

Secretary prepared the VMAA documents and emailed to the VMAA Secretary. Matt Werner's employer (Duo Mobile) is prepared to sponsor an "event" or signage at the Annual Display Day with a donation of \$500. Matt also noted that he has a contact at Mars for a contribution for the lolly dropper.

Working Party:

R Turner, J Dowsley, G White.

Signage!! BRI

V) Bunnings Sausage Sizzle - 1st December

R Carrigg has sent the confirmation and other documentation to Bunnings and also made a soft drink audit. A roster has also been circulated. Dept. of Health has finally set up a web-based submission and authorization application for the registration of sausage sizzles for community organizations. The secretary has been assigned a user name and can submit requests online.

VI) Xmas Breakup

M Rowan has organized a booking at Barclays for the December 14.

VII) Meeting location

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

2.4GHz Frequency Tags

R Turner noted that the Bellarine Club posts Frequency keys for 2.4GHz. Other members noted that it is not required either here or OS.

The MAAA regulations do not require frequency keys for 2.4, and leave it to individual clubs to set an upper limit. BRMFC has a limit of 6 aircraft flying at any one time, which should be an adequate safety margin as research suggests that spread spectrum systems should easily handle 10 2.4GHz users simultaneously.



VMAA News

- MAAA Manual of Procedures are frequently updated, MoP058 was updated on 4th November 2012 <http://www.maaa.asn.au/maaa/mop/policy/MOP058%20-%20Policy%202.4%20GHz%20EQUIPMENT.pdf>
- VMAA Executive has granted loans of \$5000 each to two clubs for field equipment and amenities. Loans to be repaid over 4 and 5 years periods.
- The Department of Justice Victoria has replaced the Incorporated Associations Act 1981 with The Incorporated Associations Reform Act 2012. This comes into effect on 26th November 2012. *(We have noticed the extra financial information to be supplied on the yearly return.)*
- A couple of injuries have been reported. A hand in prop whilst tuning engine resulting in three fingers gashed. An unrestrained model moved forward when the throttle was knocked whilst it was being inspected by another person. Little finger was cut off and severe lacerations to palm and leg.
- VMAA finances have been audited by a Certified Practising Accountant in accordance with Consumer Affairs regulations for incorporated bodies with receipts over \$200k or assets greater than \$500k.



New Models seen at field

On Sunday 11th November Max Fitzgerald brought out an electric powered Ultimate biplane for a test flight. Being mode 2 Len Astbury was bestowed the honours.

The model flew quite well but control throws were obviously excessive for a first flight and left Len with a mild dose of heart flutters. He looked like he needed a couple of brandies to calm him down.



Max Fitzgerald with his World Models Ultimate 120y Biplane converted to electric power.

All in all the test flight was very successful after which I took a few photos and asked Max to forward some info on the model for the newsletter.



Here is Max's article:

The World Models Ultimate 120y Biplane

My Conversion to electric

- Wing span: 1360mm
- Fuselage: 1420mm
- Flying weight: approx 10lb with batteries
- Original build was to be a 1.20 cu.in displacement 4-stroke which I have converted to the following;
- Brushless Motor: 320kV
- Prop: 17 x 10E sport
- Power: 2 x 4 cell zippy 14.8 volts wired in series Spectrum receivers AR6200 with remote receiver.
- Speed controller: Phoenix ICE100
- Battery switch: ARMSAFE
- Servo's: Hitec HS422 ailerons
Bluebird BMS-631 rudder & flaps

Just what I had on hand but seemed okay

Wheels: Larger ones fitted are 90mm – the existing were 75mm.

As far as I know there have not been any other electric conversions of the Ultimate 120y that I could find on the net.

There have been smaller and larger versions of the Ultimate converted to electric.

P.S. I think that Len Astbury did a great job with the maiden flight of my plane. A pity the northerly was gusting. Better next time with some trimming and expo.



Crash Report



Not much left of Mat's Tiger 60 after suspected onboard interference resulted in loss of control. (11th November)

We haven't seen one this bad at the field for a while. Mat Werner was flying his Tiger 60 with Nick on the buddy box. Both transmitters were Mat's Aurora 9's. Mat had passed control to Nick and he was flying for a while when all of a sudden it went out of control. Many of us saw what happened. Mat instinctively took over via the trainer switch (thinking what are you doing Nick!!!) but there was nothing there – complete loss of control.

On investigation everything worked, no sign of controls disconnecting in flight, Tx/Rx battery voltages all okay.

Mat thought it may have something to do with the petrol ignition unit power supply module which taps off the receiver battery. Perhaps it let some ignition interference through to the receiver.

Let's hope there is not a gremlin in the buddy box hook-up.



Tips & Tricks

Anyone got any handy ideas for this column?



Field Directions

The directions to our field on the club web site have been updated for those travelling from Melbourne. <http://www.brmfc.org.au/FlyingSite.aspx> This came about after I had to call in at the field on the way back from the scale comp at Bacchus Marsh. I just followed Navman with preferences set to easiest. The route it chose was much better than going all the way around through Mt Egerton and much better than coming down the unsealed Spreadeagle Road from the northern end. It is exactly 12.7km from the Gordon exit to our flying field by the suggested route.



Events

VFSAA Bacchus Marsh 28th October

It's a long time since I've been to the Bacchus Marsh field, in fact 13 years to be precise. Obviously you don't go unless there's a reason such as one of the VFSAA Scale competitions.

Four BRMFC members, namely Noel Findlay, Nick Katsikaros, Mat Werner and Roger Carrigg (yours truly) had decided to attend the meet. Noel, Mat & I took advantage of the local Maccas for an early breakfast as we often do on events such as this. A little later in the morning John & Tina arrived to see what goes on at other clubs.

Fast forwarding to the scoreboard it shows we had 12 entries in "flying only" (formerly ARF) and 4 in scale. Noel Whitehead had a new model entered which amongst other things hadn't been flown so that was going to be interesting. If we include that there were 13 entries in flying only.

There were a couple of what turned out to be minor incidents that I noted but could have resulted in wipe outs. Tony Curzon (Bacchus Marsh) had an engine failure with his Spitfire and it went down behind the tree line at the northern end. Luckily it landed flat in the grass and only sustained minor scratches allowing it to fly again in the next round.

Cliff McIver succumbed to the trees when he misjudged how far out the model was. I saw it play out from the pits and it was obvious the Extra 260 was going clip the trees. After snaring the upper branches it nosed down into the paddock and miraculously suffered very little damage. It must have hit a soft patch covered with leaves and light undergrowth.

From memory we got underway by 9:30AM and managed to get in two rounds each of *scale* and *flying only* before 3PM. Unfortunately, as the afternoon progresses the sun becomes a problem for those doing the vertical type of manoeuvres.

Once again we must thank the host club Bacchus Marsh for providing their field for the day and particularly the members who ran the canteen and do all the field preparations.

The following photos are captioned and attempt to capture some of the day's events. The results are also tabled at the end.



Anthony Curzon's (Bacchus Marsh club) Spitfire, Roger Carrigg's Shoestring and P39 Airacobra.



VMAA Newsletter Editor Joe Finocchiaro (standing) and Greg Lepp (seated) who came 2nd in flying only class. This is quite a large Cessna (90+ inches wing span) and powered by a petrol motor. Greg makes good use of the flaps.



David Law's S-Bach powered by an OSGT55. Came 1st in Flying only.



Our Nick is taxiing out to compete assisted by Mat.



The high spirited scale judges. L to R, Mat Werner, David Law and Noel Whitehead.



Gary Sunderland (Bacchus Marsh Club) taking off with his Nieuport. This is home turf for Gary.



Above and below. Noel Findlay is doing a slow low flypast with the venerable Gypsy Moth. Noel came 1st in scale.



Noel doing a touch & go with the Gypsy Moth. Note the shadow on the runway – The sun was directly overhead so it was very beneficial to use the shadow as an indicator that the model had passed the tree line at the northern end of the strip. Then you knew it was safe to descend below the trees' line of sight.



Noel Whitehead with his latest "flying only" model. He was being ably assisted by Cliff McIver to get the motor adjusted and tuned. The model is a Robin 2160 by Austars and is powered by an OS FT 300 50cc twin 4 stroke. It's quite a large model having a wingspan of 2.2m and tipping the scales at 9.1kg.



There were a couple of take off attempts. The nose wheel steering must have had too much travel making it hard to keep straight resulting in aborts.



The Robin finally gets off. Looked like it flew quite well and certainly had plenty of power with the OS FT 300 up front.



Mat Werner flying his Yak 55 – most likely finishing the descending circle. Mat came 3rd in flying only.

Scale Results

Entrant	Aircraft	Flt 1	Flt 2	Flight	Static	Total	
Noel Findlay	Gypsy Moth	2318	2238	2278	2675	4953	1
Roger Carrigg	Airacobra	2098	1610	1854	1620	3474	2
Rob Dickson	Zero	1685	1586	1635	1415	3050	3
G. Sunderland	Nieuport	1185	1170	1177	TBA	1177	4

Flying only Results

Entrant	Aircraft	Flt 1	Flt 2	Total	
David Law	S-Bach	2476	2583	2530	1
Greg Lepp	Cessna	2463	2419	2441	2
Mat Werner	Yak 55	2380	2472	2426	3
Roger Carrigg	Shoestring	2338	2386	2362	4
Joe Finocchiaro	Miles Hawk	2200	2218	2209	5
Nick Katsikaros	Edge 540	2130	2276	2203	6
Rob Dickson	Sea Fury	2190	2170	2180	7
Brett Reaby	RV 4	2158	2187	2172	8
Cliff McIver	Extra 260	2164	2119	2142	9
Doug Henwood	Piper Cub	1957	1890	1923	10
Joe Buttigieg	Ag Wagon	1779	1849	1814	11
Tony Curzon	Spitfire	1509	1849	1679	12

Ararat Fun Fly – November 3rd/4th

The Ararat club held its annual fun-fly over the weekend of 3rd/4th November. They had 37 pilots registered during

the two day event which is a great show of support for their club by MAAA members.

From BRMFC, Max Rowan attended on the Saturday, Mat Werner on both days. On Sunday, Graeme Allen & Granddaughter Talia, Nick Katsikaros, Peter Evans, Wayne & Karen Goodwin and Roger Carrigg made the easy drive up the Western Highway to participate and lap up the local hospitality. (There is a lot of road works at the moment with further duplication of the Western Highway well underway.)

I think Saturday had the better weather with light winds around 10 - 15 km/h; Sunday it was a little stronger at 20 - 25 km/h gusting to 30 - 40 km/h. The wind didn't seem to matter that much as there was plenty of flying taking place.

The Ararat club has done a lot of work on their field amenities since I was there 3 years ago. The access track has been graded and topped with a fine crushed rock. The club house has been extended and closed in providing a very comfortable environment.

The event is promoted as a fun fly where modellers from far and wide are invited to come and share some good old country hospitality and catch up with old friends. It looked like there were quite a few camped on site going by the caravans and tents setup.

At the end of proceedings on Sunday afternoon they presented trophies, prizes and giveaways to the registered pilots. Unfortunately I didn't get a chance to record all the presentations but remember Peter Harrison (P&DARCS) was the lucky winner of the Hitec Aurora 9 radio that was raffled.

Finally the Ararat Club bestowed Life Membership on Moss Heard for all his hard work and dedication to the club over many years. Congratulations Moss, I'm sure you have earned it.

Once again, many thanks are extended to the Ararat Club for hosting a very enjoyable event. I find it satisfying to have a fly at other fields and to that end encourage more of our members to visit other clubs.

The following photos depict some of what took place on the Sunday.



Wayne's Cessna 182 in the foreground.



Graeme's Storch and RV 4.



A very large Ultimate Bipe powered by a DA 150cc twin cylinder petrol engine.

Below, the Ultimate Bipe is on its short takeoff run.





Rick Pimblott was running the flight line keeping it safe for everyone participating.



Graeme, Wayne & Karen are enjoying a few moments in the shade provided by the excellent Ararat club facilities.



This is where Nick, Peter and I (Roger) setup our pit area.



Richard Mudge's very high performance Spitfire. It's thrilling to watch those low level high speed passes and tight turns. Note the lake in the background which gets used for float planes.



More of the pit area – Mat's models can be seen in the background.



A B17 powered by 4 x OS 46AX 2 stroke motors. Owned by an Ararat club member and flown on Sunday afternoon by Moss Heard.



Some last minute tuning of the motors. We all knew they weren't running reliably!!!



The B17 tracked straight down the runway before lifting gently into the air (as you can see by the shot below).



It's hard to tell here but at this stage the port inboard motor had stopped but it didn't seem to bother it much – might have bothered Moss and the owner!!! If you are wondering whose head that is – it's yours Nick!!!



After one circuit and losing engines one by one, Moss brought the large B17 in for a difficult but smooth landing.



Almost there! By the time it had landed and rolled to a stop, only one motor was running. The problem is the exhaust outlets are fabricated pipes and have no expansion chamber and hence muffler pressure for the fuel tanks. Some modifications will need to be carried out to ensure reliable engines. The model obviously flies very well and all importantly, when it loses motors.

VFSAA Melton 18th November

I don't have much information on the event at Melton suffice to say that Gavin Gedye entered his Corby Starlet in scale along with Rob Dixon. Unfortunately there were no other entries and Gavin came second to Rob flying his FW TA152. There were ten entries in Flying only which was taken out by Mat Werner with his Extra 260, 2nd was Joe Finocchiaro (Sparrow Hawk). 3rd place was a tie between Daniel Wheeler (Yak) and Doug Henwood (Piper Cub).



Gavin Gedye is preparing his Corby Starlet for a round of scale.



The pit area at the Melton Club. It certainly looks very dry down there!!!



Coming Events

Sausage Sizzle Bunnings Ballarat – December 1st



Our Bunnings sausage sizzle is THIS SATURDAY. As usual we need plenty of helpers to be available and at least 5 on hand at all times during the event particularly around lunch time.



A duty roster followed by a revision has been emailed to all members since the last newsletter. The three shift routine seems to work quite well so we're sticking to that modus operandi.

On the face of it, Saturday the first day of summer should be a good trading day. All we can hope for is good weather to spur it along and make the day as pleasant as possible for those rostered on.

It could be a warm day which will mean soft drinks will be in demand. If that's the case then that side of the operation becomes quite intensive and needs special attention.

To promote the club and aeromodelling, we are organizing some A5 club flyers which will be in a holder sitting on the counter that customers can take if they are interested.

BRMFC Xmas Party – Barkly Lodge 14th Dec



It was decided at the September meeting to once again hold the Christmas party at the Barkly Lodge. Max Rowan has made a booking for **Friday night 14th December**. It's the same place as last year and the year before that if my memory serves me correctly. They have function rooms which cater well for groups, the location is fairly central to the membership and it's reasonable value.

Obviously we will need to confirm numbers a week or so in advance so please let Max know so the numbers can be worked out. It was a good time last year particularly with the Christmas gifts & prizes that Max and Judy organized. Max let the "cat out of the bag" down at Hamilton that they are doing them again.



Event Calendar

Nov 3 rd /4 th	Fun Fly – Ararat
November 18 th	VFSAA Scale competition – Melton.
Nov 24 th /25 th	Annual Fly-in and Swap Meet – Hamilton
Dec 1 st (Sat)	BRMFC Sausage Sizzle – Bunnings Ballarat
Dec 14 th (Fri)	BRMFC Xmas Party – Barkly Lodge

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

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

Time for some Frivolity – the sealed section

Romantic Night Out

Aussie blokes are so good to women!!!

My wife and I walked past a swanky new restaurant last night.

"Did you smell that food, it smelt incredible?" she said.

Being the nice fellow I am, I thought:

"Bugger it, I'll treat her!"

So we walked past it again.

Fishing – 51 Shades of Grey

Four guys have been going on the same fishing trip for many years.

This year, Ralph's wife puts her foot down and tells him he isn't going. And thus he calls his buddies and tells them the bad news.

Two days later, the other guys arrive at the camping site to begin their yearly fishing getaway. And of all things, they find Ralph sitting there with a tent already set up.

"Dang Ralphie boy, how did you talk your missus into letting you go?"

"Well, yesterday evening, after my wife finished reading *Fifty Shades of Grey*, she pulled me into our bedroom. On the bed she had handcuffs and ropes! She told me to tie and cuff her to the bed, and I did."

Then she said, "Do whatever you want."

So, here I am!

Advice for an Old Guy from an Old Guy

I was working out at the gym when I spotted a sweet young thing walking in...

I asked the trainer standing next to me, "What machine should I use to impress that lady over there?"

The trainer looked me over and said; "I would recommend the ATM in the lobby."

