



NEWSLETTER – October, 2011

Committee 2011/2012

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The next meeting of BRMFC is to be held at **Findlay Engineering** on **Wednesday October 26th 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 Event
5. Springfest
6. Xmas Function

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

a) Springfest

Secretary to check that Site application has been received.

Noel Findlay has prepared a list of models that he will be requesting for display.

Some discussion took place on whether pamphlets would be useful.

Roger Carrigg will prepare a template for model descriptions to have a common look and feel.

Max Rowan will transport the barrier materials to the site.

b) Mooroolbool Shire Grants

After discovering that the BRMFC does not have any members resident in the Shire, Mooroolbool declined to accept our application.

Reports

Relocation Sub-Committee

Max Rowan reported that another group of members has inspected the Trawalla site. Max also advised that Rowan Holtkamp reported that VicRoads was in the process of designing a realignment of the highway, which will give a guide as to the value of the land.

General Business

a) Wind Farm

Nil report.

b) Field Maintenance

- The access track has had 30n tonnes of stones spread on it.
- The North – South strip matting has been removed and the strip mown..
- The mower cutting deck has been refurbished and is being reassembled.
- Weed spraying is probably required to knock down the spring growth.
- Noel Findlay advised that the first aid kit needs replenishing. Graeme Allen will check the current first aid items status, and Grant James will find prices for replacement items. A Casualty Log Book is also required.

c) Club History Compilation for Web Site

Nil report.

d) Roy Gladman Event

Waiting until later in the year when the weather improves – early December? After the Scale event.

(Matt to print out the VMAA events calendar, laminate and affix to the Club room wall.)

e) Past Presidents

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

f) Food Handling Registration

Jeff Dowsley submitted the community group temporary food premises registration form sent by the City of Ballarat.

g) Meeting location

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

h) Wings

New member Mike Smith has passed the test for his Bronze.

Matt Porter congratulated presented Nick Katsikaros and presented his Gold Wings.

Glenn White also noted that Noel Findlay has been accepted in the Australian Scale Team flying in Spain 2012.

Meeting Closed 8:55PM**Lindsay's Passing**

It is with great sadness we report the passing of Lindsay Dyer on Thursday 29th September aged 74. Lindsay had been unwell for some time now and eventually succumbed to the illness he was battling.

Lindsay's funeral was held on Thursday 6th October and was attended by members Len Astbury and Noel Findlay who represented our club.

On behalf of BRMFC I would like to pass on our condolences to Lindsay's wife Mary, family and close friends.

As a tribute we would like to chronicle the times when Lindsay was noted for flying two models simultaneously off the one transmitter. I'll pass over to Noel who actually witnessed Lindsay performing this feat.

As many of you will have already heard the sad news of Lindsay Dyer losing his battle with illness, a lot of the newer members may not have met Lindsay, but he was an active flyer at our Bowes Road field. I don't know exactly when Lindsay joined BRMFC but I believe it was in the late 1960s



Lindsay used to fly an LA with Len and myself and spent many calm evenings flying circuits and shooting touch and go's. This got Lindsay thinking that he might be able to fly two LA's at the same time on one transmitter. I think from memory he used the gimbals on either side for rudder and elevator, the throttles being controlled by slide switches on each side. And fly they did!!!

Now on our calm nights we would have 4 LA's in the circuit, I think he used to take one off and get it established and flying into wind before taking the other one off and then trying to keep them both together. This worked quite well most of the time but eventually the time would come to land due to one having a dead stick or low on fuel. After concentrating on the landing of one some anxious moments were spent trying to locate the other aircraft as LA's when trimmed properly are happy to keep on flying!!!

However with much persistence and some swear words many successful sorties were flown.

Of course nowadays this would be frowned upon and not allowed but before you dismiss this as a party trick just think about it, it's hard enough to get one aeroplane off the ground, make it go where you want it to go and then get it back down again whether you are Mode 1 or Mode 2. But imagine flying Mode 1 and Mode 2 at the same time on one transmitter and flying two aircraft at the same time and in formation, I think there would be very few capable of such an achievement!!!!

Well this is now another chapter in the History of the BRMFC and we have lost another long time member.

Till we all meet again at the big Flying Field in the sky.

Adieu Lindsay.

**Springfest – 30th October**

This is just a quick update on what is happening, or not happening at the moment. We are having some last minute discussions with the organisers of springfest as the area that we were told we could have seems to have shrunk to 20m in length, now I know that we would probably be able to set up in this area but the problem is the depth as we need to get approximately 10 vehicles and 4 to 5 trailers in so we are having further discussions.

However assuming that we can sort this out this is what will be happening on the day



This is the area supposedly allocated to BRMFC. It is situated on the N/E corner of the lake adjacent to the start of the rowing course. Noel and I (Roger) went to check the location out on Saturday 22nd October. Photo was taken literally moments before the storm struck. We could see it coming across the lake and 'high tailed' it to the car fearing getting drenched. Hopefully we can line our models up along the walking track to the left.

All those that have been asked to bring aircraft and those that are helping will need to be at the site between 7 and 8 AM, we need to be set up and cordoned off by 10 as this is when it is officially open. There will be no vehicular movements between 10 and 4 o'clock.

The following is just a reminder to those that have been asked to bring aircraft.

Max – Christen eagle, Cessna 182 and Pawnee
 Graham – Tigercat, Staggerwing and Storch
 Glenn – Mew Gull, Cessna 195 and Extra
 Roger – Super Stearman, Cessna 182 and Shoestring
 Mat – Jet, Nemesis and Extra MX2
 Nick – Red Bull Edge 540
 Murrie – Antoinette, Tiger moth and trainer.
 Richard – P 40
 Wayne – Ryan STA and PT17 Stearman

This gives us about 25 aircraft and covers a fairly broad range

Just remember to bring something to tie down your aircraft and some clear plastic drop sheets to cover them if it gets wet, you can purchase these at Dulux for about \$2 each. (These are much better than plastic tarps being lighter.)

We also need to get star pickets, para-webbing and some tables, as well drinks and ice to sell to the public.

If this all works it will be a good day if it doesn't well we won't be doing it again!!!

Cheers Noel.

PS if you can't make it with your aircraft please let me know so I can try to organise something else.



From the workshop

Noel Findlay has forwarded some more photos of his F4C class Fox Moth which is nearing completion. The all important test flight is not that far off now.



Crash Report

Well it finally had to happen! On Sunday October 23rd Mat was getting in some practice with his P51. I (Roger) had just taken off with my Shoestring, also for a practice flight

before the scale comp got underway. Then out of the corner of my eye I saw Mat go through doing a knife edge pass about a metre off the deck when all of a sudden bang it was all over. Couldn't believe it at the time.



This photo was taken back on 8th May 2011. (Wings broke fairly cleanly at centre join, fuselage nose section bent but intact.)

Mat said while on its side it rolled over partially inverted, and he gave up instead of down elevator with the obvious outcome. The P51 sustained considerable damage and while it would be fixable for some I don't think Mat will bother. If anybody wants a damaged model to repair, see Mat.

I think we shall all miss watching Mat doing his daredevil routine with the P51 and eagerly look forward to its replacement.

Mat looked at it philosophically and said if I lose one relatively inexpensive model every so often doing what I enjoy then that's okay.



Tips & Tricks

SWITCH FAULT – Battery feed wires fatigued off circuit board

Peter Harrison (P&DARCS) has forwarded this safety alert.

We have had a report of two separate occurrences of Model Crashes caused directly by broken wires in On/Off Switches.

The switches are the type with a charge jack without a green light in them. Just the ordinary switches.

The wires fatigue off the circuit board and cause loss of power and have caused two bad crashes we know of.

It is suggested a fix may be to prise off the back cover of the switch, and put a dab of Neutral Cure Silicon on the wire ends where the wires are soldered onto the circuit board.

It is suggested to put Neutral Cure Silicon in ALL types of your On/Off Switches in a hope that wires do not snap off any of the Circuit Boards under vibration. For more information, look at the URL in Arcplane.com.au.

<http://www.arcplane.com.au/forums/showthread.php?p=14829#post14829>



Events

VFSAA Event – 23rd October

BRMFC hosted a round of the VFSAA scale competition on Sunday 23rd October under pleasant conditions although there was a moderate NNW blowing most of the day.

A check of the weather page showed a wind speed averaging around 25km/h gusting to 35km/h at Ballarat airport with temperature reaching 25° C by 3PM. That looks pretty consistent with what we got out at the field.



A line up of the models entered.

We had a good rollup with 12 in ARF, but unfortunately only 3 in scale. Our field being short does keep those who would fly in scale away which is understandable.

I think all who attended enjoyed the day's flying. We managed to get in three rounds of each category with very few incidents. Gary Sunderland got a bit crossed up on his second takeoff with the Nieuport resulting in a ground loop finishing up on its nose. It slewed to the right on power up probably being a little crosswind. There didn't appear to be any damage but there must have been as he did not continue. The Nieuport with OS200FS handled the conditions with ease on its first flight having abundant power.



The judges for the ARF category: John & Ian Lamont and David Anderson. Once again, many thanks must go to those who come along to judge. Without their support it would be difficult to run these events.

We must also extend our appreciation to those running the event. Keith Schneider who gave up the CD reigns this year was still adding up all the scores.



Glen weeks' Austars Cessna 152 – 96" wingspan with 28cc petrol motor.



Gary Sunderland's OS200FS powered Nieport on takeoff and in the pits above. The OS200FS gives it excellent performance, pulling through loops with ease.



David Law's SU 26 petrol powered entry – came 1st in ARF. Not sure what scale but I would guess around 30%. It's not quite as big as Mat's MX2.



Jim Brennan's WACO SRE ready for takeoff and just after liftoff. Model is powered by an Enya 80 four stroke. Model is also pictured above in the pits.

Noel was working overtime also with his ever faithful Gypsy Moth in the 25-35km/h wind. Whenever you get northerlies the air tends to be lumpy. Some of it was naturally caused by the now fast regrowth of the plantation on the northern boundary but it was still turbulent well above the height of the trees.

The faster heavier models seemed to handle the conditions with relative ease.



Roger Carrigg's 35 year old P39 Airacobra – came 1st in Scale pipping Noel by 5 points!!! Magnum 90FS, Kraft Multicon retracts.

I managed to excite the judges during the second round of scale. Whilst doing the descending 360° circle the P39

was running out of height to achieve the desired decent rate as it came across in front of the judges. It also drifted in a bit too close which was the real worry. I think my caller Mat and the judges were all ready to run or maybe they had already bolted! Anyway fortunately the old P39 had a couple of metres to spare and went past about head height. I made sure to keep it further out on the next flight.

The only other incidents I can recall were Gary Sunderland's ARF Me109 in a heavy landing and Steve Malcman's ARF Katana which crashed on the northern edge of the field just before the fence.



Noel is starting the OS120FS in the Gypsy Moth assisted by Max Rowan.

Gary was coming in on a very steep approach and failed to flair at the right moment. Unfortunately the impact did considerable damage to the model but no doubt it will be repaired.

I was watching as Steve's katana went past over the runway and it gradually lost height in a shallow dive banking about 30° to the right. I thought, why aren't you pulling up Steve, but it continued on into the ground at a shallow angle and then strained itself through the fence. It was obvious something had gone wrong mechanically or electronically with the 2.4GHz radio.

Steve said it did not respond. We checked the 1700mAh NiMh batteries soon afterwards and they showed 80% charge. The JR 2.4 GHz Tx was one the recent high end models while the 7 Channel Rx was one of the early versions. It appears it lost binding for some reason with the Tx. It would be nice to know what caused the malfunction because unexplained loss of control destroys one's confidence in the technology. Of course one malfunction must be kept in context with the steady stream of 2.4GHz users who have no trouble. Going by Steve's first flight score had this not happened he would most likely have been amongst the place getters.

It was nice to see some different models at the field. Glen Weeks' Cessna 152 was a solid performer all day. It is an Austars product and has a 96" wingspan and powered by a 28cc petrol motor. Glen is from the Bendigo club.

Jim Brennan from NFG had a Waco SRE powered by an old Enya 80 four stroke. Jim said he hadn't flown it under

such windy conditions but the challenge no doubt proved rewarding to know what it can do.



Gavin Gedye is bringing his Corby Starlet built from Airborne Magazine plans in for a landing. (photos John Lamont)

We must thank all who attended making it an enjoyable day's flying. Everyone must have enjoyed the day because we were there until quite late in the afternoon. Presentations were not until 3:30PM and there was plenty of flying by our members after the event.

Scale results

Entrant	Aircraft	Rnd 1	Rnd 2	Rnd 3	Total	
Roger Carrigg	P39 Airacobra	2210	1885	1779	2047	1 st
Noel Findlay	Gypsy Moth	1958	2093	1992	2042	2 nd
Gavin Gedye	Corby Starlet	1429	1660	1420	1545	3 rd
Gary Sunderland	Nieport	1764	-	-	882	4 th

ARF results

Entrant	Aircraft	Rnd 1	Rnd 2	Rnd 3	Total	
David law	SU 26	2389	2394	2552	2473	1 st
Noel Whitehead	RV 4	2383	2217	2397	2390	2 nd
Mat Werner	Extra MX2	2389	2358	2314	2373	3 rd
Roger Carrigg	Shoestring	2295	2167	2342	2318	4 th
Nick Katsikaros	Edge 540	1968	2097	1888	2032	5 th
Glen Weeks	Cessna 152	2059	1966	1995	2027	6 th
Peter Evans	Tucano	1690	1840	1626	1765	7 th
Jim Brennan	WACO SRE	1734	1579	-	1656	8 th
Max Rowan	Piper Pawnee	1585	1653	1483	1619	9 th
Steve Malcman	Katana	2346	-	-	1173	10 th
GarySunderland	Me109	1657	-	-	828	11 th

In closing, many thanks to the members who organized and ran the canteen. It is always much appreciated by all. From memory John McLennan was Chief BBQ'er, Jeff Dowsley was serving and Nick Katsikaros organized the

food using info from Matt Porter. I hope I haven't missed anyone!



Coming Events

State Champs: F4C, Large Scale & ARF Scale

Running a little short of time for this newsletter I've copied verbatim Noel Whitehead's email sent on 16th October. Amongst other things it provides info on the State Champs to be held at the State Field on 5th/6th November. I'm sure Noel will not mind.

This is to remind you of the two competitions coming up in the next few weeks.

The first is at Ballarat this coming Sunday, 23rd October and is a Sportscale competition for both competitor built models and ARF models. It is flying only – no static judging and no documentation required. Flying is according to the Australian Scale rules and is similar to the FAI international scale rules. If you are not familiar with the rules you can find them, together with the entry forms on the Vicscale website at <http://vfsaa.org.au>

Incidentally, the website is being continually developed and it is intended that it will become the primary method of communication with members. For example, in future (not yet) notice of cancellation of events because of bad weather forecasts will be posted on the site in time to alert members before they set out for the event. You should get into the habit of looking at the site for all sorts of information.

The other competition is the **State Championships** at the State Field hosted by the Northern Flying Group on 5th/6th November. This event, like many others in Victoria this year, has been deferred a number of times because of the unavailability of fields due to weather, but we are hopeful that it will all work out this time. Northern seems pretty immune to flooding.

In the recent past, we have run the State Championships on two different weekends with the classes split over two separate days. This year we are reverting to the more traditional form of contest with the 3 classes (F4C, Large Scale and Flying Only) spread out over the two days. That is, it will be a two-day contest, not 2 one-day contests. This has the benefit of having more people to help with judging and other duties, and should be more enjoyable socially.

The entry forms are available on the VFSAA website. Please download these and fill them in prior to the day – it makes life easier for everyone.

We would love to see a good turnout for these 2 events. I know we've all missed out on a fair bit of flying this year and here is the opportunity to catch up and as it turns out Ballarat gives us the chance to get in some practice for the State Champs.



Event Calendar

October 23 rd	VFSAA Sportscale – BRMFC
October 30 th	Springfest – Lake Wendouree Ballarat (We are holding a static display)
Nov 5 th /6 th	State Champs: F4C, Large Scale & ARF Scale – State Field.
Nov 5 th /6 th	Fun Fly Weekend – Ararat
Nov 26 th /27 th	Annual Fly-In & Swap Meet – Hamilton
November 27 th	OS Engines Fly-In – P&DARCS
December 4 th	VFSAA Scale Rally/Mini Comp – Nepean
January 1 st 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.

Stick Deodorant



I got a new stick deodorant today. The instructions said: Remove cap and push up bottom.

I can barely walk, but when I break wind the room smells lovely.

Pants and Panties....



Mike was going to be married to Karen so his Father sat him down for a little chat.

He said, Mike, let me tell you something. On my wedding night in our honeymoon suite, I took off my pants, handed them to your Mother and said, here, try these on. She did and said, 'these are too big'. I can't wear them. I replied, 'Exactly...' I wear the pants in this family and I always will. Ever since that night, we have never had any problems. 'Hmmm,' said Mike. He thought that might be a good thing to try.



On his honeymoon, Mike took off his pants and said to Karen, here, try these on..!

She tried them on and said, 'these are too large'. They don't fit me. Mike said, exactly. I wear the pants in this family and I always will. I don't want you to ever forget that.



Then Karen took off her panties and handed them to Mike. She said, here, you try on mine!

Mike did and said, 'I can't get into your panties.' Karen said, 'Exactly. And if you don't change your smart-ass attitude, you never will.'

