



Ballarat Radio Model Flying Club Inc.

Web site: www.brmfc.org.au

Inc. No. A0001288M

NEWSLETTER – October, 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 October 24th 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

Meeting Location

It was decided at the last meeting to hold the October meeting at the Field Air Offices. (See map below for office location) We held the August meeting there where the Air Tractor flight simulator was a big hit.

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.



Please do your best to turn up. Unfortunately the last meeting due to one reason or another was very poorly attended. It is daylight saving now so it's not like you are in darkness when it comes time to leave home which we all know can be discouraging.



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 spoke to Councillor John Phillips of the City of Ballarat, who expressed interest in the Club's plight. Apparently, other clubs are in a similar position. Regarding Dynamic Flight at Trawalla; still awaiting details of VicRoads land acquisition.

7. General Business

I) Wind Farm

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

II) Field Maintenance

Nil report.

III) Club History Compilation for Web Site

Nil Report.

IV) Annual Display Day

Agreed that P Evans will take the role of Display Director, and M Rowan will be the flight director.

Secretary will prepare the VMAA documents.

V) Bunnings Sausage Sizzle - 1st December

R Carrigg will confirm with Bunnings. A soft drink audit will be required before the event.

VI) Xmas Breakup

Barclays is most satisfactory, M Rowan will investigate dates.

VII) Meeting location

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



VMAA News

No VMAA minutes received yet this month.



New Models seen at field

Graeme Allen is now the proud owner of a Cessna 185. The model appeared at the field on Sunday October 14th, a day which turned out to be great weather for flying.



Graeme Allen's new Cessna 185 made its debut at the field on Sunday October 14th for its maiden flight.

The Cessna is built from an ESM kit he purchased whilst on holidays in Singapore recently. Wingspan is 81 inches and tips the scales at 7.4kg. It is powered by an ASP 120 FS engine which Graeme is very happy with. (I'm also very happy with the ASP91 FS in my Shoestring.)

From what I saw the model flew very well and it doesn't have one of those pesky nose wheels which can get in the way on landing!!! Seeing as it is just over 7kg, Graeme had Murri Anstis on hand for a heavy model permit certification.

Some cockpit detail would be a nice touch. At least if the frame visible through the windscreen was blacked out it would look much better.



Graeme with his new ESM Cessna 185 powered by an ASP 120 FS. Model has a wingspan of 81"



Graeme is fuelling up the Cessna for its maiden flight. Mat in the background is about to takeoff with the Yak.



Glenn took this photo – I'm not sure if it's takeoff or landing. It looks pretty sweet so let's be kind and say it was the landing!!!



Goin's on at the field

Sunday October 14th was a great day and encouraged many members out to the field.

Glenn had his new Canon 600D SLR camera rolling and managed to catch quite a few good shots as you can see by the following photos.



Noel bring the ever faithful Gypsy Moth through for a low pass which gave Glenn the opportunity for these great shots.



The old Gypsy really looks the part with Mt. Buninyong in the background.



Wayne Goodwin's Cm Pro Cessna 182 cruising around the sky. Model is powered by an ASP 120 FS – looks and sounds very realistic. My Cessna 182 still flies – seeing this makes me think I should give it an airing.



Wayne has the Cessna 182 on short finals with flaps down. (Colour is not as good on this photo as Glenn's which was taken with my old Canon 300D SLR. It normally takes a good shot – must have had a wrong setting.)



Mat's now got the smoker going on his Yak. Wayne is assembling his Cm Pro Cessna 182 ably assisted by Doug Wallis. (Photo October 14th)



Mat's Axiome was captured as it progressed through a roll probably a four pointer.

Sunday 21st October would be the first time I've entered the field and the entry track was basically dry. That makes a change from negotiating a 100m or so of water and mud.

The field is picture perfect at the moment – the grass is so green and there is good coverage on the field. The guys on the mower have been doing a great job. I believe our appreciation must go to Kevin, Richard & Doug who manage to get out during the week. If I’ve left anyone out I’m sorry.

The photo below was taken on 26th October 2008 and shows a stark contrast between then and now. The grass coverage was quite patchy even at the time of year of maximum growth. It just takes rain and sunshine and we’ve had plenty of that this year.



This archival photo taken on 26th October 2008 shows the change in the state of the field back during the drought.

Len Astbury mopped all the floors last week too. They certainly were getting rather dirty. In fact I think I was taller standing on the kitchen floor!!! Unfortunately so was everyone else.

Whilst in the thankyou mode we must thank Doug’s wife for those delicious home make cakes & buns that we all enjoy of a Sunday morning. And may I be so bold as to say look forward to!!! They are very much appreciated.



More from the Scale World Champs

Noel and David’s models featured in a Spanish aero modelling magazine named Aerotec.

Here is a link to the magazine’s web site: <http://www.rdmeditorial.com/index.php?pag=5&revista=aerotec&estilo=style7> . Unless you are fluent in Spanish you’ll have some difficulty reading it, however it looks very comprehensive and shows R/C modelling has strong support in Spain.

The magazine’s photographer/reporter whose first name is Paco sent scanned images of the magazine pages on the championships to all the contestants. The two pages below relate to our Australian competitors Noel Findlay and David Law.

With help from Google Translator the magazine text has been translated from Spanish to English. As you can see some of the sentences are a little odd, but on the whole

you get the gist of the article. I’m sure they make perfect sense in Spanish.



Here’s the translation of the magazine text.

Noel Findlay and DH83

No doubt one of the most beautiful models and most exquisitely finished at the tournament with a level of finish on painted surfaces and polished metal shone better in the nose and bright bonnets, and the wheel fairings. I loved the replica exhaust on the outside with its brushed metal welds and color. And especially the system of rotation of the wings, as the real that is effective when transporting the unit. He said that at 52 this was his first World Champs and that what I wanted was to gain experience from those who I have read about for many years.

Britain is a world power in radio-controlled models. "From tradition comes all greyhound" says the Spanish proverb. And so it is, there is nothing more to take a look back at the history of this country aeronautics. On this occasion, for problems last minute, could not make the great, Pete McDermott, who was replaced by Mick Reeves.

The words in the paragraph on the right hand side are a little distorted due to the paper fold and made translation more difficult. It was hard to decipher the actual letters in a few of the Spanish words.

The paragraph above Noel’s is the follow on from the article on David’s Pitts Special S2A.



David Law and Pitts Special S2A

This builder models R/C for 32 years, has participated in F4C models championships since 1994, but also flies jets ACRO and in your country. Very good experienced hands put in 3 hot flight's he did with his Pitts. David biplane external looked battle-hardened aircraft with remarkable details on all employees in numerous rivets replica of the real. The nose allow access to the engine and all his mechanics DA thanks to the two side cowlings. All watches and controls of the airplane were reproduced in the model. The top of the dashboard had very well done Japanese characters written on the front, near the clocks. Also highlight the carman and the undercarriage. For the construction of the apparatus used balsa, plywood and aluminum lithograph. In some of his maneuvers was adorned with smoke and the entire Australian team applauded the pilot interventions. Worth seeing and hearing.

The word 'carman' did not translate from Spanish to English – in fact it doesn't look particularly Spanish. Maybe it is misspelt in the magazine. If anyone has any ideas let me know and I'll update the newsletter on the web site copy. Also, 'watches' probably means 'instruments'.



Tips & Tricks

Transmitter EPA/Sub Trim

By Nick Katsikaros.

The way the Hitec Optic 6 radios (and possibly other brands) use EPA, Trim and Sub trim features seems different to JR and can be very confusing if you are not familiar. You can easily set up movements that are very different either side of centre. I've seen this twice recently checking out peoples' planes and it took a while to work it out.

The EPA sets the limits of travel (eg +100, -100). If you then use the trim to centre the control surface (at say +25) then the movement on either side is different (+75, -125 in the example). The correct way is to use the sub-trim to centre the control surface, since moves the EPA with it, so the amount of travel either side of centre remains the same.

After the maiden flight when the surfaces are trimmed you should use the sub trim to bring the surfaces to the right position and remove the trim, especially if you needed a lot of trim.

In short the correct procedure is

- Set up as close as possible mechanically.
- Centre the control surface using the sub trim.
- Set the throws using the EPA.
- Maiden the plane and trim as required.
- Use sub trim to put the surface in the trimmed position and remove the trim input.



Events

IMAC South Australian State Champs

Mat Werner recently competed in the IMAC South Australian State Champs and achieved a very creditable second place in Sportsman. The photos here were taken on 7th October at our field so it was probably the weekend before (29th/30th September).

Unfortunately I don't have any other details or photos of the event, which I believe was held at Monarto SA, about 20km west of Murray Bridge. I have to get Mat trained up to do some newsletter articles on these events that he attends!!!

Now if you didn't already know:

ASAA stands for Australian Scale Aerobatics Association. They have an excellent web site: www.scaleaeros.com.au

IMAC – International Miniature Aerobatic Club
Web site: <http://www.mini-iac.com/>



Mat Werner with trophy for second place in Sportsman at South Australian State Champs 2012 held late September.



Coming Events

VFSAA Scale comp at Bacchus Marsh – October 28th

The scale association is holding a round of comps at Bacchus Marsh on **Sunday October 28th**. It looks like a number of club members plan to attend. Bacchus Marsh is not that far; it might also interest non competing members to attend just to see what goes on at other clubs.

Ararat Fun Fly – November 3rd/4th

Another reminder, that the Ararat club is holding their annual Fun Fly over the weekend of November 3rd/4th. It would be nice to get a team together at least on the Sunday to show our support. Remember there were several from Ararat at our open day back in March. They have a great field and it's not too far to travel.

Hamilton Fly-In & Swap Meet – November 24th/25th

Don't forget the Hamilton Fly-In & Swap Meet which is only a month away now. BRMFC members have been making the journey to Hamilton for many years now where we make it a weekend away. Fortunately for us it is not that far to travel.

Several have already made a booking at the Hamilton Lakeside Motel – in fact Graeme, Glenn & I (Roger) booked last year when we paid the bill. Others may have done the same.

Sausage Sizzle Bunnings Ballarat – December 1st



Our next Bunnings sausage sizzle is not far off now so please put the date in your diary. 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.



I'll be putting together a roster like last time and email it out to all members very soon. The three shift routine seems to work quite well so we'll stick to that theme.

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 need some A5 club flyers in a holder sitting on the servery that customers can take if they are interested. The holder needs to present the flyers in an upright position, facing the front and also prevent them blowing away if it's windy. Maybe Officeworks has something suitable!

The formal reply to Bunnings accepting the gig was posted last week. This has to be done 4 weeks prior to the event or else they will offer the date to another group. It included the MAAA Insurance Certificate of Currency and a copy of the Council Temporary food premise notification which the Secretary has lodged with the Council.

BRMFC Xmas Party – Barkly Lodge 14th Dec



It was decided at the last 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. It was a good time last year particularly with the Christmas gifts & prizes that Max and Judy organized. Maybe we can get them to do it again!!!



How do ya like Santa this year? Better than those Santas with big bellies and white beards eh!!!



Event Calendar

- Oct 12th – 14th 29th Annual Sea Plane Fly-In – TCMAC. Table Top Reserve, Table Top Road, Lake Hume Albury.
- October 13th Annual Auction – Sunbury MAC, St Andrews Church Hall, Barkley St Sunbury.
- Oct 21st/22nd 21st Mallee Rally – Warracknabeal.
- October 28th VFSAA Scale competition – Bacchus Marsh.
- Nov 3rd/4th Fun Fly – Ararat
- November 18th VFSAA Scale competition – Melton.
- Nov 24th/25th Annual Fly-In and Swap Meet – Hamilton
- Dec 1st (Sat)** **BRMFC Sausage Sizzle – Bunnings Ballarat**
- Dec 14th (Fri)** **BRMFC Xmas Party – Barkly Lodge**
- Feb 24th 2013 40th Anniversary Leura Fun Fly – Camperdown, Corangamite Model Aircraft Club.
- Mar 1st - 3rd 2013 Avalon Airshow 2013 (Trade days Feb 26th to Mar 1st)
- March 24th 2013 BRMFC Annual Open Day – Yendon**
- April 13th/14th F3A Pattern Aerobatics Ballarat – Yendon**
(To be ratified at the October meeting)

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

Time for some Frivoly – the sealed section

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

Is sex work??

An RAF Group Captain was about to start the morning briefing to his staff.

Whilst waiting for the coffee machine to finish its brewing, the Group Captain decided to pose a question to all assembled.

He explained that his wife had been a bit frisky the night before and he failed to get his usual amount of sound sleep.

He posed the question of just how much of sex was "work" and how much of it was "pleasure?"

A Wing Commander chimed in with 75-25% in favour of work.

A Squadron Leader said it was 50-50%.

A Flight Lieutenant responded with 25-75% in favour of pleasure, depending upon his state of inebriation at the time.

There being no consensus, the Group Captain turned to the Corporal who was in charge of making the coffee.

What was his opinion?

Without any hesitation, the young Corporal responded, "Sir, it has to be 100% pleasure."

The Group Captain was surprised and, as you might guess, asked why?

"Well, sir, if there was any work involved, the officers would have me doing it for them."

The room fell silent.

God Bless the lower ranks.

The Fox Hunt

We've had this one in before but I reckon it's a beauty and it's clean.

Metaphorically speaking I'm sure we've all been in this situation at some time in our lives.

It also has deeper meaning at our field because we've seen fox hunts in progress. The landowners host a fox hunt occasionally and quite recently from memory. A bunch of hounds and riders on horseback came up the entry track. Didn't see the fox though.



REMEMBER: WHEN YOU ARE IN DEEP SHIT – LOOK STRAIGHT AHEAD, KEEP YOUR MOUTH SHUT & SAY NOTHING!!!

