



NEWSLETTER – April, 2013

Committee 2012/2013

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The next meeting of BRMFC is to be held out at the flying field on **Wednesday April 24th 2013** commencing at **7.30PM**. Please come along to the meetings and support your club and be part of the decision making process. Please 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. Vic Pattern Day Report
5. Relocation Subcommittee
6. Annual Display Report
7. Roy Gladman Schedule

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 reported an agent has advised that 3 lots at Napoleons have come back on the market. The best block, lot 6, is ~105 acres and is estimated to cost \$300,000.

7. General Business

I) Wind Farm

Nil report.

II) Field Maintenance.

Mat Werner mowed the car park area, serviced the generator and removed the rabbit overburden.

III) Club History Compilation for Web Site

Murray Anstis reported considerable progress.

IV) Annual Display Day.

- Nick/Peter will pick up snags from Ballarat Meat Co Saturday morning.
- 2 x White & Red \$40 for Pilots choice.
- Print out Display Day app and directors statement.
- Toilets – Max and Mat will collect on Friday night.
- Glenn picking up sound system on Friday.

- Hand out Info pamphlet to car entrants at gate. (Roger will organise pamphlets)
- Email re bring your junk along for the swap meet.
- **Working Bee Saturday starting at 9:00AM to erect bunting and signs.**

V) Roy Gladman Competition

Glenn White suggested that the competition should be held in February; however the calendar is very full. Item deferred until the next meeting.

VI) VicScale Competition March 9

Report is to be prepared.

VII) BRMFC Facebook

It was agreed to create a Facebook entry to the BRMFC web site. Roger will investigate. (This has been done.)

VIII) Vic Pattern April

Contact before to see if they want breakfast, etc.

IX) Meeting location

The next meeting will again be held at *BRMFC Flying Field, Yendon on April 24th*.

Meeting Closed 9:05PM



VMAA News

Safety Report – There was an incident recently at a club where the pilot was walking an electric model back to the club house and accidentally bumped the throttle on the transmitter. This resulted in cut arteries and nerve on left arm, a trip to hospital by ambulance, 26 stitches and current loss of use of ring and index fingers. Club is to introduce a policy whereby electric models are to be armed/disarmed in the pit area. *Another example of why we must be so careful of propellers whether electric or IC powered. The props used these days tend to be a lot sharper on the tips than they used to be causing more severe injuries. Ed.*

Consumer Affairs – With the recent purchase of the Echuca property it became apparent that the incorporated name of the VMAA register with Consumer Affairs has the word “THE” prefixed to the name while all documents simply refer to Victorian Model Aeronautical Association. It has been decided to amend the registered name by dropping the “THE” prefix. A motion to do so will be put forward at the next AGM.



New Models seen at field

Sunday 14th April (VPA w/e) was a perfect day for flying and saw some locals get into the air late afternoon after the event was over.

Dave Lacy had his Westland Widgeon out for an airing. I hadn't seen this model before so it is only right that it should feature in this column. From memory Dave said it has an OS40LA up front.

The model looks to be around 72 – 80 inch wingspan and built using traditional methods.



A couple of photos of Dave Lacy's Westland Widgeon at the field late Sunday 14th April.



The Westland Widgeon on landing approach after the LA decided it had enough. I think it might have run out of fuel as some escaped during pre flight adjustments.

For interest, I did a search on VH-UHU and the **Australian Civil Aviation Safety Authority** registration database says it was built in 1928 and suggests that it still exists and registered to an owner in Warrandyte Victoria.



Crash Report

Jeff told us on the Saturday during the VPA Event that his Quickee 500 came to grief with apparent loss of control causing it to roll in on the landing approach. I'm not sure if it is repairable. No doubt Jeff will have another one ready ASAP.



Tips & Tricks

I'm assembling a Great Planes Waco YMF-5D and after the overwhelming success of fitting formers inside the wheel spats of my Super Stearman it was a must for the Waco. The formers provide stiffness and rigidity and when combined with the additional support by locating the axle into a plywood plate epoxied inside the outboard side of the spat long service life is assured. I haven't had a moments worry with the spats on the Super Stearman. A piece of bicycle tube rubber between the spat and undercarriage aluminium plate also stops chaffing and adds to the service life.

When I did it on the Stearman cutting out the shape of the formers was by trial and error using cardboard until the right profile was achieved. That was just too time consuming, so I was looking for a better method using AutoCAD technology. Anyway after scratching my head for a while I came up with this solution.

Clamped the spat to work bench over a cutting mat using the grid for alignment purposes, then drew lines with a fine marking pen where the formers were to be positioned. Only one side of the spat is needed because copying can be done in AutoCAD and the spats appeared symmetrical.



A photograph was taken from each end of the spat with the lens lined up with the centre of the spat to reduce distortion. I had to use an SLR camera instead of compact to get the focus on the line for the rear photo. The compact wanted to focus on the tip making the line blurred.



The two images were then taken into AutoCAD as a background and scaled to the correct size. Using a vernier calliper, I measured the depth of the spat where the lines were drawn and used that measurement to scale both images. A polyline with very short segments was then drawn over the line to achieve a smooth curve for both formers. Once that was done and the centre lines set the other side was generated by a mirror copy. A 1mm offset was then drawn inside to allow for the thickness of the fibreglass.



The drawing was then printed and the four (two the same) formers cut out from the sheet as a rectangle and stuck to hard 1/8" balsa using 3M spray adhesive then cut out on scroll saw. A chamfer was then sanded on one edge and with very little adjustment they fitted the required location. As you can appreciate with the

compound curves it has to be pretty accurate to fit the desired position.



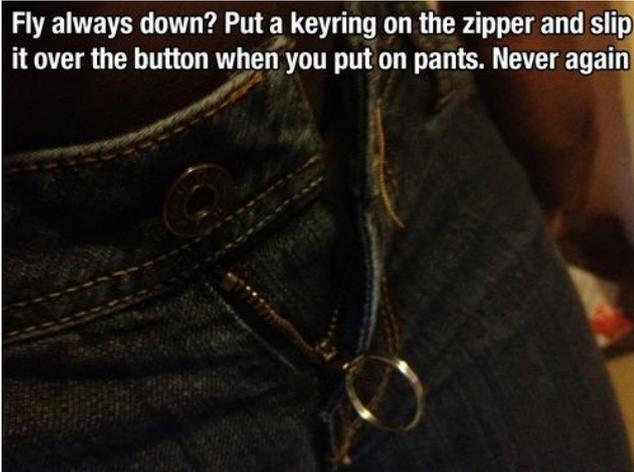
The formers were then epoxied in place along with the extra outer side plate (not shown here) to produce a very strong and hopefully serviceable wheel spat.

These next tips are a bit left field but a whole bunch appeared in my email inbox recently and I thought these few might be of interest or at least amusing. Some of you might have seen them before. These things tend to do the rounds.

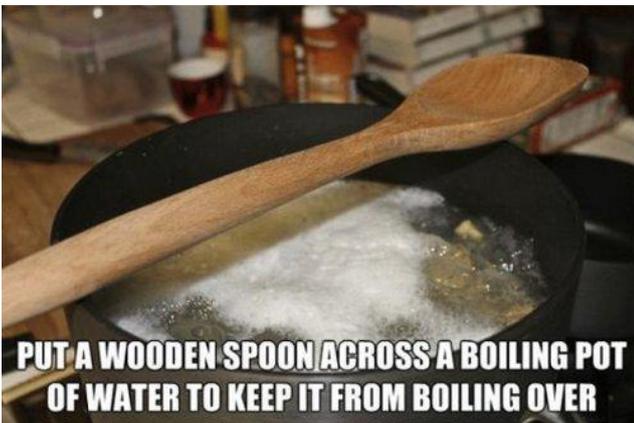


Use half of a pool noodle to protect your car door from slamming against the garage wall.

Fly always down? Put a keyring on the zipper and slip it over the button when you put on pants. Never again



I think this one works best for the ladies!!!



PUT A WOODEN SPOON ACROSS A BOILING POT OF WATER TO KEEP IT FROM BOILING OVER

Is this BullTish or not?



Facebook

The club now has a Facebook account. It still needs work to make it promote the presence of BRMFC in the community. When time permits, those aims will be pursued. Also gotta put a Facebook link on our web site.



Events

Annual Display Day – 24th March

Our annual display day is an event we look forward to both with excitement and trepidation. It seems to come around that quickly these days. No sooner have we held one when all of a sudden the next is upon us. It's amazing how much work goes on in the lead up to the event by the organizing committee. I tell ya, it's much easier to go to other clubs open days and enjoy yourself – just fly. But that's just it; because many of us do enjoy going to other clubs we know it's our turn to reciprocate.

This year we had 3 new banners made to supplement the existing three in a bid to market the event to the public. However we are still falling short in that department. It is difficult to get free advertising and although we sent the details of our display to 3BA to broadcast under their

community events it never got to air. I rang 3BA and got on air during their morning session on the Thursday before the event but that was only for a few minutes.



This shot was taken early in the morning. Kevin's dog Jules was really in the spirit of things with a model on her back.



Pam Pimblott with Rick's seaplane that they fly off the lake at Ararat.



It's a pity the conditions didn't allow these two choppers to fly. I think they belong to former member Geoff Sinnbeck.



Mark Collins' (Model Engines) large Beechcraft Staggerwing powered by I think a 100cc petrol engine. I've seen the model fly elsewhere and to be honest our runways are too short for models such as this even on a good day. A large Pilatus PC21 is in the foreground.



A collection of static models on display with Wayne's DC3 and Bonanza in the foreground.



The flight line. Max assisted by Rick, Nick, Peter and yours truly.



Neil Addicot's Spitfire on a display pass with Mt Buninyong in the background. The original of this photo looks really great.



Two of John McLennan's latest scratch built models. An Avro Anson and DH Mosquito.



My Shoestring above and below, Super Stearman which flew later in the day when the wind dropped and turned more westerly. Peter Harrison's Gee Bee on the right.



A1 (aka Graeme) spent most of the day on the PA system keeping the spectators abreast of what was happening.

When the day arrived we were confronted with a fairly strong N/W wind which is the worst direction for our field with the nearby plantation to the north. However we were pleasantly surprised by the strong rollup of pilots and all the interesting models they brought to put on display. In fact as you will see from the photos, it is one of the best static displays on record.

Unfortunately the strong wind kept many on the ground but those that were able to cope with the conditions put on a good display for the spectators. In fact there were several models in the air all day long and accident free. Max had a minor incident when the engine stopped in his biplane resulting in a forced landing in the outfield. As luck would have it, the model clipped a sheep as it landed causing some minor damage to the top wing. Fortunately though, the sheep trotted off uninjured.

Steve Green flew a very fast Nemesis powered by an OSGT55 petrol engine. This model has GPS ground speed recording telemetry and was indicating speeds up to 270kph. The speed is sent back to the transmitter and displays on the screen. Of course a helper is needed to read the speed. Whilst I was flying my Shoestring which the Nemesis was based on I might add, I could hear the speeds being called out.

Mat Werner, our one man band, put on a couple of IMAC aerobatic displays with his 3m span Extra 260 and also did several lolly drop runs for the kids. Now we have to say here that we are not promoting sweets to children just to fall in line with the response we got from Mars Confectionery when we approached them for some of their wrapped products. I'm sure the kids enjoyed it immensely and is also much appreciated by the parents.

Fortunately there was enough interest for a streamer cut with about 5 or 6 models participating. Mat had the longest streamer I've seen behind his orange trainer and also managed to cut the steamer off one of the other models. It wrapped around the port wing out towards the tip requiring a lot of trim to compensate. If my memory serves me correctly Mat managed another cut before they all landed. The crowd enjoyed the exhibition enormously but no doubt were relishing the prospect of a mid air collision.

As the morning wore on the wind subsided a little and tended more westerly which reduces the induced turbulence over the plantation. This allowed several more aircraft to take to the air including Noel's Gypsy Moth and my Super Stearman. Neil Addicott flew a very nice quite large ARF Spitfire powered by the new OS 40cc petrol four stroke motor. I'm not sure of its official designation. The model looked great in the air with the retractable undercarriage to set off the classic Spitty lines. It handled the conditions well and Neil flew it superbly given that it's new and he's only flown it a couple of times. The other pilots must have thought it was special too, because it won the Pilot's Choice award.

There seemed to be a constant flow of people throughout the day and going by all reports the canteen did a brisk trade.

It was gratifying to see a substantial number of our club members braving the conditions. It's reassuring to know we can put on a flying display without having to rely on outside pilots although we dearly appreciate and encourage their participation. As mentioned Mat is a one

man flying display and as usual he gave the public what they came to see.

One helicopter braved the conditions and put on a display that proved popular with the spectators.

At 2:45PM it was time to draw the raffle and the winner of the Hitec Aurora 9 radio set.

The winner of the raffle prize (an ARF Tri-60 Trainer kit) was Corina with ticket number 0198. She was not present and was notified by phone that the prize could be picked up at Goldfields Model Supplies the next day.

Next the winner of the Hitec Aurora 9 radio set was drawn. Stephen Green was the lucky winner from the pilot entries. As it turned out Steve had left shortly beforehand. The prize was handed to Peter Harrison also from the P&DARCS club to pass on to Steve.

Following that we had a few bottles of wine to give away by lucky draw from the pilot entries. Winners were: Wayne Goodwin, Noel Findlay Paul Phillips, Richard Turner and Murri Anstis.

In wrapping up we need to thank our major sponsor Model Engines for the Hitec Aurora 9 radio set which, as said before, was won by Stephen Green.

Also to the ladies who made up the canteen staff: Dianne Allen and Granddaughter Talia, Judy Rowan and Kenna Werner we extend our appreciation for your efforts. I know club members helped out as well inside the kitchen and also on the BBQ but names are too numerous to mention and I run the risk of overlooking someone.

Graeme on the microphone keeping the spectators informed of the day's proceedings.

Murri & Marcelle ran the swap tent and sold raffle tickets all day. John McLennan (Goldfields Model Supplies) provided spot prizes throughout the day; one going to Peter Harrison and also Glenn White. Very much appreciated.

Sound & Light Concepts (SLC) have been providing us with the PA system for many years now. It is very much appreciated and does not go without notice.

DUO Mobile made a generous donation to support the running of our event. If you have any car servicing requirements don't forget to check them out.

OnSite Hire provided us with Porta Loos and as usual Whitford Waste did the dirty work.

Last but not least to all the pilots who turned up to make the event the success that it was.

I guess the next thing to do will be to get the date of next year's event on the calendar so some of the early applications can be made for things such as banner display. Possible dates are March 23rd or 30th 2014. Easter Sunday is April 20th.

VPA Model Engines Trophy – 13th/14th April

BRMFC hosted the VPA (Victorian Pattern [Aerobatics] Association) Model Engines Trophy over the weekend of 13th/14th April amid mixed conditions. Saturday as forecast greeted the contestants with 30 - 40 km/h northerly winds which had them on the ground for a short while in the morning but by about 10AM they bucked up the courage to proceed and proceed they did. (I checked the wind speeds on the web on Saturday night and gusts reached 50km/h around 9AM and dropped progressively as the morning and day progressed.)

This event attracts members of the VPA who come from all over the state. Those attending were from Mildura, Geelong, Phillip Island, Melbourne suburbs and as far afield as Tasmania.

As usual two flight lines were in operation along the E/W runway which meant manoeuvres were almost 90 deg crosswind and a strong crosswind into the bargain. By about midday the wind had eased to between 25 – 30 km/h and shifted WNW and it appeared most were quite comfortable with that and the rounds proceeded as planned.

The strong wind combined with the induced turbulence over the plantation makes landings challenging to say the least. From what I heard there was only one that sustained some damage on landing when it came down a little off course to the west of the strip. As a local you learn that the only way to handle landings under northerly conditions at our field is to come in with a fair bit of power on to maintain a fast approach and cut the throttle when over the edge of the strip and say a wing span off the deck. By that stage 'ground effect' takes over and turbulence smooths out. So in effect ground speed is roughly the same as for light wind conditions. If you try to stall it in you are in for the effects of wind shear and the likelihood of a crash. We are talking about 35 – 40 km/h winds.

To feed the hunger pangs the club ran the canteen supplying hot food for most of the day. Tea & coffee were also very popular amongst our guests. Many thanks must go to our members who helped out in the canteen over the two day event. Glenn opened up early in the morning both days and was on my case to get milk out Saturday morning for coffees. I was a little later than planned but we had it up and running by 9:30AM. As a precursor to BBQ lunch the steamed Dim Sims always prove popular and are easy to keep on the go for most of the day.

I'm not sure exactly what time they finished on Saturday as I left around 4:30PM to get the extra supplies needed for the next day. But I guess they were there until after 5PM in any case.

Sunday arrived and it was completely different. The sun was shining and hardly a breath of wind. Oh if only Saturday had been the same. We have to endure some pain and suffering before a reward is bestowed upon us!!!

Mat Werner was our only club member to enter so many thanks to Mat for flying the club colours.



A line up of some of the models in attendance.



Mat's Axiome on takeoff. Mat entered in Sportsman class.



This model has contra rotating props. It's via a single electric motor driving through a gearbox. It definitely has a distinct sound in the air.

Electric powered models are certainly extremely popular in pattern flying now, accounting for probably 50%. However from what I saw I thought the IC model flown by Rob Lauder had the best performance from a power point of view. He did tell me what engine it was but I can't recall. I've sent Rob an email so may get a reply in time before the newsletter goes out. Yes I did get a reply; the engine is a YS170 CDI, it is a 4 stroke glow engine with an electronic ignition system. Fuel mix is 15% oil (some go down as low as 9%) 20% nitro (some go as high as 30%) 65% Methanol. Propeller is an APC 19x11, rpm approx 7200. Thanks for the info Rob.



Many of the pattern ships have the upper winglet but now we have a full biplane. This one belongs to Glenn Orchard from Mildura.



Glenn W. managed a close up shot on Saturday of Glenn Orchard's Citrin while sheltering from a shower in the BBQ area. Note the slots in the carbon fibre spinner to provide cooling for the electric motor etc.

In one of many conversations we had with Henry in the canteen (I'm not saying HH frequented the nose bag a lot) the question of how long has BRMFC been hosting the Model Engines Trophy came up. I've been a BRMFC member since early 1996 and I can remember the pattern guys then back at Bowes Road Ross Creek. We are so fortunate nowadays to have electronic media (online newsletters/digital photos etc.) to chronicle the events that take place and that is what this newsletter attempts to do. I guess it would be no exaggeration to say we've been hosting the event for at least 20 years.

With the excellent conditions on Sunday combined with an early start, the flying was over by 2PM then followed by the presentations. The scores are featured at the end of the newsletter.



Matthew Bailey (Lilydale Club) being presented with the Model Engines perpetual trophy. Pictured here with the award for 1st place in F3A and another of the trophies as well.

Henry thanked the club for hosting the event to which our President Peter Evans replied and reaffirmed the club's pleasure in hosting this event. Henry then went on to present trophies to the winners of their respective categories. Matthew Bailey clearly the youngest came out on top of F3A class and the overall winner of the Model Engines Trophy. It is encouraging to see young ones taking up the sport/hobby and succeeding. Congratulations Matthew from BRMFC. We remember when he was only a little tacker now he towers over Henry (and me).

Our Mat came second in Sportsman class with an excellent score. Of course we all know Mat spends most of his flying in the IMAC class.

So until we meet again next year, good luck to all the pattern flyers in the many events they hold around the state.



Lost or misplaced

If anyone has come across a Hitec Battery Checker I (Roger) seem to have lost or misplaced mine. The last time I remember having it was on our open day.



Event Calendar

- | | |
|--|--|
| April 5 th – 7 th | Autumn Scale Rally TCMAC – Albury |
| April 7 th | OS Engines Fly-in – P&DARCS |
| April 13th/14th | F3A Pattern Aerobatics Ballarat – Yendon (Model Engines Trophy) |
| April 13 th /14 th | VMAA TROPHY inter-club FUN competition – NFG (State Field) |
| April 20 th /21 st | Old Timer – Ballarat Aero Modellers Haddon. |
| April 21 st (Sun) | VicScale Scale competition – P&DARCS. |
| April 26 th – 28 th | WWII and Military Scale Event Wagga |
| April 28 th | Annual Twins & More – NFG State Field |
| May 4 th (Sat) | Victorian State Scale Champs – BRCAC. |
| May 17 th – 19 th | MAAA Council Conference – Mantra Hotel Tullamarine. |
| May 18 th /19 th | IMAC Scale Aerobatic – TCMAC Albury. |
| May 25 th /26 th | Horsham Fun-Fly – WMAA. |
| June 8 th – 9 th | VicScale Trophy weekend – Shepparton |
| July 6 th | Annual P&DARCS AUCTION at the Dingley Village Community Centre, 1pm start. |
| August 24 th /25 th | VFSAA Scale competition – TCMAC Albury |
| August 31st (Sat) | BRMFC Sausage Sizzle – Bunnings Ballarat |
| Sept 21 st /22 nd | Mammoth Scale weekend – Shepparton |

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.

Quote of the Century

"The budget should be balanced, the Treasury should be refilled, public debt should be reduced, the arrogance of officialdom should be tempered and controlled, and the assistance to foreign lands should be curtailed, lest Rome will become bankrupt.

People must again learn to work instead of living on public assistance."

So, evidently we've learnt f*** all over the past 2,068 years.

Happy Marriage

A couple were celebrating their golden wedding anniversary on the beaches in Montego Bay, Jamaica. Their domestic tranquillity had long been the talk of the town. People would say, "What a peaceful & loving couple" The local newspaper reporter was inquiring as to the secret of their long and happy marriage

The Husband replied: "Well, it dates back to our honeymoon in America," explained the man. "We visited the Grand Canyon, in Arizona, and took a trip down to the bottom of the canyon, by horse. We hadn't gone too far when my wife's horse stumbled and she almost fell off.

My wife looked down at the horse and quietly said, "That's once."

"We proceeded a little further and her horse stumbled again. Again my wife quietly said, "That's twice." We hadn't gone a half-mile when the horse stumbled for the third time my wife quietly removed a revolver from her purse and shot the horse dead.

I SHOUTED at her, "What's wrong with you, Woman! Why did you shoot the poor animal like that, are you f*ckin crazy!?" She looked at ME, and quietly said, "That's once." And from that moment.... "we have lived happily ever after."



VPA Final Results

Model Engines Trophy

Held 14/04/2013

Competitor	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
F3A							
1 Matthew Bailey	965.16	1000.00	1000.00	1000.00	1000.00	1000.00	5000.00
	369.33	434.67	431.00	445.33	449.67	471.67	
2 Glenn Orchard	1000.00	957.06	966.74	982.78	977.76	959.01	4886.30
	382.67	416.00	416.67	437.67	439.67	452.33	
3 Hans Litjens	973.87	865.80	940.45	981.29	995.55	901.06	4792.22
	372.67	376.33	405.33	437.00	447.67	425.00	
4 Dennis Travassaros	790.94	742.33	887.08	890.72	868.05	855.83	4292.62
	302.67	322.67	382.33	396.67	390.33	403.67	
5 David Gibbs	814.46	689.42	819.03	830.09	833.95	793.64	4091.17
	311.67	299.67	353.00	369.67	375.00	374.33	
6 Russell Edwards	810.11	722.39	833.72	765.72	830.99	792.93	4033.46
	310.00	314.00	359.33	341.00	373.67	374.00	
7 Bill Bloodworth	923.35	859.66	930.39	948.35	0.00	0.00	3661.76
	353.33	373.67	401.00	422.33	0.00	0.00	
8 Tom Bloodworth	784.84	662.58	0.00	0.00	881.39	828.27	3157.08
	300.33	288.00	0.00	0.00	396.33	390.67	
Advanced							
1 Will Matthyson	906.98	972.38	990.10	976.24	1000.00	987.94	4926.66
	273.00	293.33	300.00	301.33	313.67	327.67	
2 Peter Newman	990.03	1000.00	961.50	981.64	979.81	951.76	4912.98
	298.00	301.67	291.33	303.00	307.33	315.67	
3 Peter Bailey	1000.00	899.45	1000.00	1000.00	911.80	857.29	4811.24
	301.00	271.33	303.00	308.67	286.00	284.33	
4 Peter Stapleton	950.17	950.28	864.69	985.96	851.22	985.93	4737.02
	286.00	286.67	262.00	304.33	267.00	327.00	
5 Jason Sparks	0.00	0.00	969.20	0.00	895.86	1000.00	2865.05
	0.00	0.00	293.67	0.00	281.00	331.67	
Expert							
1 Scott Kay	1000.00	1000.00	1000.00	1000.00	949.24	947.19	4949.24
	359.67	359.00	355.33	421.67	374.00	370.67	

2 Robert Lauder	0.00	0.00	0.00	925.69	1000.00	1000.00	2925.69
	0.00	0.00	0.00	390.33	394.00	391.33	
3 Rob Clarke	0.00	0.00	0.00	894.07	740.27	908.86	2543.20
	0.00	0.00	0.00	377.00	291.67	355.67	
4 Bob Hurst	0.00	0.00	0.00	762.85	799.49	962.52	2524.86
	0.00	0.00	0.00	321.67	315.00	376.67	
5 Henry Hutchinson	0.00	0.00	0.00	777.08	794.42	871.38	2442.87
	0.00	0.00	0.00	327.67	313.00	341.00	

Sportsman

1 Darren Tilnak	1000.00	1000.00	1000.00	1000.00	1000.00	1000.00	5000.00
	164.67	165.00	188.00	197.33	198.33	209.00	
2 Mathew Werner	1000.00	834.34	904.26	893.58	884.03	818.18	4516.21
	164.67	137.67	170.00	176.33	175.33	171.00	