



## NEWSLETTER – August, 2014

### Committee 2014/2015

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Note the meeting location.

The next general meeting is to be held at the **Field Air Offices at Ballarat Airport** on **Wednesday August 27<sup>th</sup> 2014** 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. BRMFC Committee of Management report
2. Wind Farm
3. Field Maintenance
4. 2015 Display Day
5. Any further general business items
6. Agenda and Location of next meeting

### 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.

#### 7. General Business

##### I) Golden Plains Merger Proposal

Nigel Newby and Andrew Greg of the Golden Plains Club joined the meeting to offer the possibility of a merger, as their numbers have dwindled to the point of being unviable. The Burrumbeet Racetrack strip has a short grass runway, suited to more strongly built models that can handle a rougher, short strip.

GP had an exchange of letters with the Trustees of the Burrumbeet approving the use by the GP Club, and the facility is managed by the City of Ballarat.

**Action: Committee of Management to prepare a position paper and present to the August meeting for consideration.**

##### II) Wind Farm

No change to the W-Wind web site.

##### III) Field Maintenance.

- (1) Rats and rabbits are still an ongoing problem;
- (2) M Anstis reported that there is a leak in the kitchen roof; and

(3) That the rubber matting at the pit entrance is very slippery when wet.

#### II) 2015 Display Day

Had deferred lodging the documents with the VMAA due to flying field uncertainty, but will proceed with the lodgement of documents.

Display Director: G Allen

**Secretary to submit documents to VMAA for Display Day approval.**

#### 8 Other Business

##### a. XMAS in July

Agreed that Xmas in July should be held on 25<sup>th</sup> July. Zagame's has been selected as the venue, and approximately 18 members and partners will be attending.

#### 9 Agenda Items for next meeting

As per July Agenda.

#### Meeting location

The next meeting will again be held at *Field Air, Ballarat Airport on 27<sup>th</sup> August 2014.*

**Meeting Closed 9:38PM**



## Update on our field situation

By BRMFC President – Graeme Allen

I am writing to you on behalf of the Club Committee of Management to give you an overview on the position that the Club finds itself in regarding our current flying field.

As you would be aware for some time now through either attending the monthly meetings or through the monthly newsletter, we have been under threat of being asked to leave our current site which has predominantly been because of the proposed wind farm.

In more recent times, there has been another development which has become more of an immediate threat as we were informed that Lal Lal Estate had been sold to Chinese interests.

As a consequence of that, the purchasers of the property indicated shortly after taking ownership that they did not wish to continue with our present arrangement and have asked us to vacate the site.

Since that time, members of both the previous and current Committee of Management have been working to get what is basically the best deal possible regarding the time frame we have before needing to be off the site.

As a result of our Secretary following up on several occasions to find out exactly how long we have before being required to leave the site, we have now been officially notified via a solicitors letter that we have until **November 30<sup>th</sup> 2014** to vacate which will include making the site good in regards to removing everything with the possible exception of perhaps the roadway.

As a result of the above, the Club Committee of Management has over the last couple of weeks been following up two possibilities for sites with the first being the current flying facilities used by the Golden Plains Club which is the centre section of Burrumbeet race course, and a flying field located at Trawalla which is used by Hang Gliders and Ultralight Aircraft.

The Golden Plains Club has virtually become unviable given they currently only have three members willing to form the Club which unfortunately cannot function given there is a requirement for a certain number of members to be in a Club.

With this in mind, the Golden Plains Club approached BRMFC with the proposal that we potentially take over the site so it can be maintained as a flying site for the likes of the smaller type electric and/or glow engine aircraft as well as rotary wing aircraft.

This is mostly due to its size of the field as a restriction for flying larger aircraft but is still quite acceptable for the smaller type models.

In light of the recent decision to change our constitution that would see other types of aircraft being allowed to fly under the right circumstances at a suitable site that we

might have in the future, this is an opportunity for us to now allow this to happen.

As a result of the offer, we have now commenced investigating the possibility of taking over the site for the proposed activities as mentioned for small and rotary type aircraft.

There will of course be the need to be writing significant rules relating to the flying at the site as it would be a site of mixed disciplines of both fixed and rotary models.

In regard to the current members of the Golden Plains Club, we have invited them to make application to become members of the BRMFC.

Secondly, in addition to the investigations regarding Burrumbeet, the Committee has also visited the Trawalla site belonging to Dynamic Flight which operates the Hang Gliders and Ultra-light Aircraft.

Dynamic Flight has in the past made the offer to BRMFC to consider moving to their site as an alternative if we could not find a suitable new site of our own.

As most or all of you would be aware, extensive searching for an alternative site that we could move to has been a long process with no real result in identifying a suitable location.

With this in mind and time fast running out for when we need to vacate the Spreadeagle road site, we have started to move down the track of doing final investigations with the appropriate authorities such as CASA, VMAA and MAAA to understand if there are any objections in us co-sharing the Trawalla site with Hang Gliders and Ultralight Aircraft and we are expecting an answer shortly.

Pending a successful outcome of those investigations, the Club Committee of Management will make the decision to move the Club activities to Trawalla for at least an initial six (6) month period as a trial.

During this six month time frame, we will review how the process is going in having a mixture of Models, full size Hanger Gliders and Ultralights with the view to what we do next in regard to continuing to fly at the location.

The moving to this location will of course require much work in not only pulling up stakes from where we are and the requirement for all members to pitch in and be part of contributing to the move, it will require a great deal of other work in ensuring we have the right safety processes in place that will be required to fly with the full size aircraft, as well as other processes if we are make it work.

The committee accepts the fact that some members will find this move an annoyance in the distance that they will need to travel to fly larger type models or indeed smaller models should they not wish to use the Burrumbeet site if it becomes available, however, in the absence of any other alternative field, this is our best option if we wish to continue flying.

We will continue our search for a more suitable site for members to fly all types of aircraft, large, small and other disciplines where the site allows us to do so, and the committee asks that if anyone hears of any potential sites that we can investigate, please give us the information.

Graeme Allen

On Behalf of BRMFC Committee of Management.

**H**ere's a couple of photos of the Trawalla site that Max Rowan took on the 5<sup>th</sup> August. No doubt we will organize a day shortly to undertake flight tests.



The upside of Trawalla I think will be generally better flying conditions. I.e. less wind and no turbulence inducing plantations. Downside is the travelling time/distance although by metropolitan standards is still quite reasonable.

As the President stated in his report, we have to be off the Spreadeagle Road site by November 30<sup>th</sup> 2014. Now that is only 3 months away and we all know how quickly time flies. To achieve this will require several working bees to dismantle our infrastructure and relocate to what increasingly looks like Trawalla. The current thinking is to purchase a replacement container and get it located on site so we have a secure place to store club property.

Murri Anstis (field maintenance officer) has started to pull down the compound fencing. The posts along the southern

boundary were set in concrete; hopefully we got tired of that when the fence was erected 14 years ago. As the treated pine posts are dug out they are being replaced with temporary star pickets to keep the wire in place and the sheep out while we see out our days there. The BBQ area has been dismantled and the pavers lifted and stacked into piles ready for transport, disposal or sale.



*Murri has the 'bit between his teeth' and has started dismantling the field infrastructure.*



*Treated pine posts removed. Note the concrete which necessitated digging them out – at least the ground is soft.*



*Pavers dug up and stacked awaiting removal off site.*



## 2014 FAI Scale World Championships



Congratulations to the Australian team who entered the 2014 FAI Scale World Championships held in Marmande France from 19<sup>th</sup> – 26<sup>th</sup> July.

David Law came 3<sup>rd</sup> with his Pitts S2A, Noel Findlay 8<sup>th</sup> (De Havilland Fox Moth) and Noel Whitehead 19<sup>th</sup> (CT4 Airtourer). This is an exceptional result out of a field of 40 entrants particularly when combined with the logistical task of getting there from a place as remote as Australia. For the European competitors it wouldn't be much different to us hooking the trailer on and heading to say Sydney.

As well as the individual places the Australians managed 2<sup>nd</sup> in the team category which is a remarkable achievement.

Noel Findlay has been kind enough to write an article for the newsletter and provided some photos as well. His article follows this introduction.

There are plenty of photos and videos on the official web site at <http://wc2014f4c.ffam.asso.fr/home.html> which are well worth a look. All the results are posted there as well with the competitors and their models.

Some of you will know that my World Champs attempt started two years ago, obtaining full size plans and learning AutoCAD, and building the most accurate aircraft that I could! My static score was disappointing in 2012 (Spain) and I have made every effort to replicate this aircraft to the last nut and bolt.

After a long flight, 8 hours then a 6 hour layover in Singapore followed by a 13 hour flight to Charles De Gaulle, then another 1½ hours to Bordeaux followed by another 1½ hours driving on the wrong side of the road we finally reached Marmande, actually beating our aircraft to the airfield.

The Airfield and facilities were incredible, the temporary pavilion was massive and set up all around were all kinds of vendor tents, including beer tents, food, ice-cream, lollies RC Parts etc. etc.



We spent a day putting our aircraft together and flight tested them the next day. Finally with everything ready it was time for the Opening Ceremony, and again standing under our Flag in a foreign country is a real honour that I wish everybody could experience



With the comps getting underway we were off to Static Judging, this is what all my work had been to improve, so to say that I was a little nervous would be an understatement. Finally after what seemed like hours we were finished in Static but our scores wouldn't be published until after the first flight. Conditions for the first round were varied with light winds but with 60 – 90 degree crosswinds.

After getting through the first flights there was a degree of relief as we had all now posted a flight score!

With the completion of round one the static scores were finally posted and it was with some joy to see that David's static score was No. 1, highest static score at the World Champs, and well deserved, I was happy too as I had come in at No. 11, and Noel W at 19<sup>th</sup>. It seemed like all the hard work was starting to pay off, with round one scores tallied, David was 5<sup>th</sup>, I was 9<sup>th</sup> and Noel W 21<sup>st</sup>.

With our second flights all posted it was starting to look like we may have a chance at a Team Medal and David was getting very close to the Podium. It would all come down to the last flights, we were currently 3<sup>rd</sup> as a team with

David at No. 4, me at No. 7 and Noel W 20<sup>th</sup>. Noel W would fly the next day and David and I were in the Top 10 Shootout on Saturday morning. Noel W's next flight bumped him up to 19<sup>th</sup> place and he was able to start packing his aircraft into the box.



Saturday Morning we were out early and ready to go on the flight line, but fog rolled in and we had to wait for it to lift, after 3 hours we finally got the go ahead to start flying. Just before my flight I was told to stay on the ground because the French Airforce Display Team was coming through for a sighting pass before the Airshow later that day! Finally after wearing out a pair of shoes pacing I was able to put in a reasonable flight.



David had once again been told to simplify his routine but his score needed to be improved to get him on the Podium. Again he showed everybody why he is at the top of his game with a very precise flight and with a knife edge pass that the Judges didn't need to look up to see! This flight lifted his position to 3<sup>rd</sup>. No. 3 in the World, mate you are a Champion!

With David's 3<sup>rd</sup>, my 8<sup>th</sup> and Noel W's 19<sup>th</sup> it pushed us up to second place in Teams, so it was a Silver Medal for Australia!



To stand on the Podium with David, Noel W and Greg was a moment that I will never forget, it was just a pity that there were no Silver Medals for the other main members of the team, Sharon, Caroline and Jan, who have come through the highs and lows of this whole journey, we would not be there without your support and

understanding of our obsession to compete at an International level, there would be no medals without you!

The support shown for the Australian Team by the International competitors and Organisers was at times humbling, we were interviewed by T.V., Radio and the Press, the interest in Australia was sincere and appreciative of our efforts to attend even to the point of signing autographs. Even at the presentation dinner some emotion was shown as we were being told how pleased they were to finally be seeing medals being taken out of Europe.

Australia is a force in International F4C and I am proud to have been a part of it! Thanks to all the members of our team.

The most disappointing part of this whole experience was finding out that a request for some sponsorship from my Club, a club that I have been a member of for 29 years was voted down, nobody was asking for an International Airfare, a \$50 donation would have said the Club supports the Australian Team.

*Thanks for the article Noel and fair comment at the end. Maybe the club is a bit preoccupied at the moment with the field situation. I remember what happened. The request was overlooked during the meeting and was raised over supper and voted on by those who remained. It should have been a committee decision which may or may not have been different. Ed.*



### More Sad News

We learnt a few days ago that long time scale aero modeller Frank Curzon passed away on August 3<sup>rd</sup> at age 83. He was a member of the Lilydale & Yarra Valley clubs and a long standing member of the VFSA.

As a youngster back in the early 70's with D&DARCS at Brady Road, I remember Frank coming to our field.



This photo was taken at the Bowlyie event in Canberra on the 4<sup>th</sup> April 2009. Frank is on the right, his son Anthony a member of the Bacchus Marsh club is on the left. They were flying Anthony's Bristol M1D.



### New Models seen at field

There won't be a lot of people who have heard of this aircraft from which John McLennan has scratch built this model. It is a CA15 which was built by Commonwealth Aircraft Corporation after WW2, designed around the hugely successful Mustang P51 fighter. It had a Rolls Royce Griffon V12 and a distinctively long fuselage with the cockpit in a fairly elevated position. Only the prototype was ever built, the project being overtaken by the jet age and eventually scrapped, as was the original aircraft. Unfortunately nobody back then had the foresight to preserve it for posterity. I guess after the war unwanted aircraft were being scrapped everywhere and no importance was placed on the CA15. It was certainly a good looking aircraft and gave the impression it meant business.



John McLennan had his scratch built CA15 out at the field on Sunday 27<sup>th</sup> July. I think the plan was to do an engine

run. The model looks great and is covered in stick on aluminium film which gives it an extra air of realism. It is powered by an OS60GT petrol engine turning a four bladed prop which necessitated a custom machined spinner.



John had it off the stand but had put it away before I got a chance to get any photos. Model is Equipped with retracts as well. Robert's by the looks.



Doug Wallis has a new model – a Precedent 240T. This one is quite large with an 8 foot wing span. It is powered by an ASP 108 2 stroke engine. Photo was taken on Sunday 3<sup>rd</sup> August. On the day it was going to fly, but there was a problem with either fuel, plug or throttle setup. I am not sure if it has flown since.



### New Member

As a consequence of the Golden Plains Club numbers dwindling over recent years (See President's report earlier on in the newsletter) and the club becoming unviable, the few existing members propose to join BRMFC along with merging their assets together with the flying field at Burrumbeet Racecourse.

At this stage Nigel Newby has joined BRMFC so we take this opportunity to welcome him into the club. No doubt we will see Nigel at Burrumbeet, perhaps even Spredaeagle Road during its dying days and then at Trawalla.



### Safety at the Field

The matting in the pit area is extremely slippery at the moment so please take extra care when walking on it. We don't want anyone slipping on their butt putting their back out.

If someone slipped and even if they weren't hurt, it would be very easy to damage a model which might cause more pain than a sprained back.



### Indoor Model Flying

There's a group of avid aero modellers who are engaged in indoor flying on a regular basis at the Haddon Community Hall. It's run by the Ballarat Aero Modellers and is open to all MAAA members. The event is held Wednesday evenings from 7 till 10PM every fortnight with a modest charge of \$5 to cover the hire of the hall.

Anything that flies indoors is welcome whether it be rubber or electric powered.

Apparently a few of our members attend on a regular basis being Peter Evans, Len Astbury, Mat & Cato Werner.

- What:* Indoor model flying.
- When:* Every 2<sup>nd</sup> Wednesday 7 – 10PM (on this Wed 27<sup>th</sup>)
- Where:* Haddon Community Hall.



And just to top off the article, Murri's wife Anita is holding a Zephyr which is constructed mainly of 1/16" sq. balsa and tissue covered. Its rubber powered and will stay aloft for around 2 minutes. Murri & Len Astbury both have a Zephyr.



### Events

#### Xmas in July night out – 25<sup>th</sup> July

The club held what now seems to be an annual event – the Xmas in July night out.

It was held at Zagame's in Main Road on Friday the 25<sup>th</sup> July. (Well it had to be in July didn't it?) I didn't think about photos until late in the evening after those that still

remained had moved onto the one table. Some had left while others had adjourned to try their luck on the pokies.



We were all watching Murri enjoy his sweets!!!



Murri is making a point of something – he might be justifying those sweets!!!

An outing such as this is an opportunity to mix with people in a different setting to the flying field where you discuss things other than aviation and I think get to know each other better.



### Coming Events

#### Sausage Sizzle Bunnings Ballarat – October 5<sup>th</sup>



This is just a reminder that we have our next

sausage sizzle at Bunnings on **Sunday** October 5<sup>th</sup>. This will be an all-important fund raiser given the field relocation expenses the club will face

in the coming few months.

A duty roster will be compiled a couple of weeks beforehand and sent out to all members for those nominated to confirm their availability.

The formal reply to Bunnings together with the MAAA insurance certificate of currency and council notification of our event has just been mailed.

A couple of weeks ago I had a ring from the activity organizer at Bunnings Ballarat and he asked if we could bring some models along to fly. I said flying would not be possible but a static display could be arranged. I seem to remember the VMAA newsletter mentioning clubs having static displays at Melbourne Bunnings stores.

### Sunbury Auction – October 11<sup>th</sup>



**MODEL AIRCRAFT CLUB OF SUNBURY INC.**

PO BOX 271 SUNBURY 3429  
[www.macsunbury.asn.au](http://www.macsunbury.asn.au)

## Annual Auction

October 11<sup>th</sup> 2014

We plan to do it all again in October  
Come along and make it our biggest auction yet!  
Who knows, there might be something worth buying!  
Time for a change – sell the old, buy another pre-loved treasure.  
Everything must go.

The auction is scheduled to start around 12:00 pm, but we will be registering goods for sale from 10:00 am.

**DOOR PRIZES -- RAFFLE**  
\$2 entry fee

Hot dogs and refreshments will be available from 10:00 also.

St. Andrews Uniting Church Hall  
Barkly Street, Sunbury (Melway 382 E4)

Enquiries: John Sutherland 03 9338 4563  
Or Bruce Palamountain 03 5428 7492



### Event Calendar

August 23<sup>rd</sup>/24<sup>th</sup> VFSAA Scale comp. at Albury – TCMAC  
**August 27<sup>th</sup> BRMFC Meeting – Field Air**  
 August 27<sup>th</sup> Indoor flying – Haddon Community Hall  
 September 10<sup>th</sup> Indoor flying – Haddon Community Hall  
 Sept 13<sup>th</sup>/14<sup>th</sup> Shepparton Mammoth Scale – VRF  
 September 24<sup>th</sup> Indoor flying – Haddon Community Hall  
**October 5<sup>th</sup> (Sun) BRMFC Sausage sizzle – Bunnings Ballarat**  
 October 8<sup>th</sup> Indoor flying – Haddon Community Hall  
 October 11<sup>th</sup> (Sat) Sunbury Auction – MACS  
 October 12<sup>th</sup> (Sun) VFSAA Scale comp. Bacchus Marsh – BMMAA  
 October 22<sup>nd</sup> Indoor flying – Haddon Community Hall  
 Nov 1<sup>st</sup>/2<sup>nd</sup> Annual Fun Fly and Swap Meet – Ararat  
 Nov 29<sup>th</sup>/30<sup>th</sup> Annual Fly-In and Swap Meet – Hamilton  
**March 29<sup>th</sup> 2015 BRMFC Annual Open Day – Yendon???**

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

I didn't have any funnies for the newsletter this time without regurgitating old ones– Glenn is in the UK at the moment so our source has temporarily dried up.

Anyway here's a couple of photos of snow in Ballarat which occurred on Friday 1<sup>st</sup> August.

Seems to happen about once every decade.



Was it cold? – Too right it was!!!

