



NEWSLETTER – February, 2013

Committee 2012/2013

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Note the meeting location.

The next meeting of BRMFC is to be held out at the flying field on Wednesday February 27th 2013 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.

***** Our Annual Display is to be held on Sunday 24th March *****

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. Scale Canteen Duty (9 March 2013)
5. Roy Gladman Competition Schedule
6. Annual Display Planning

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

M Rowan circulated details of a suitable property at Diamond & IronMine Roads at Lal Lal, with an asking price of approximately \$300,000. Next steps should be to lodge an expression of interest with the vendor, check the physical layout with a walk through, check with Moorabool Shire regarding zoning restrictions and also initiate discussions with the VMAA as to possible funding.

MR, GA & JD will initiate contacts.

7. General Business

I) Wind Farm

A response to the follow up of the letter to West Wind requesting the timetable for the construction phase has been received. Stephen Crowe, of W-Wind Energy, advised that some site works will commence on the south side of the Yendon-Egerton Road in April, with actual construction work probably in Q4 2013.

II) Field Maintenance.

(1) Gate locks have been replaced

(2) A spindle has been replaced on the mower, with two more looking rather worn and will require replacing (~\$125 each). The deck is also somewhat corroded.

(3) A Working Bee is required to repair the BBQ area rabbit damage before the Scale Day 9th March. Agreed that Saturday 9th February for the WB.

III) Club History Compilation for Web Site

Nil Report.

IV) Annual Display Day.

G Allen has sent a profile to MyBallarat but has not received a response.

It was agreed that the entry fees are set at \$2/person or \$5/car.

Mat Werner tried Tates for sponsorship, but they demurred. They are prepared to post a flyer.

John McLennan and Model Engines will sponsor an Aurora 9 transmitter as a pilot prize.

The Raffle prize will be a Boomerang 60.

John McLennan has requested permission for Goldfields Model Supplies to erect a gazebo and offer models and equipment for sale. GMS will also provide small prizes to a value of \$200 to pilots.

It was agreed that there will be no need for BRMFC to provide pilot goodie bags with the Goldfields Models and Model Engines prizes.

R Carrigg will initiate an order for two additional banners. Many thanks to Alex Katsikaros for preparing the artwork and graphic file.

Mat Werner's confirmed that his employer (Duo Mobile) is prepared to sponsor an "event" or signage at the Annual Display Day with a donation of \$500.

Working Party:

R Turner, J Dowsley, G White.

V) Meeting location

The next meeting will again be held at *BRMFC Flying Field, Yendon on February 27.*



VMAA/MAAA News

- The MAAA President has resigned from his post and is effective immediately. The Vice President Neil Tank has taken the reigns until the next elections in May.
- The upper weight limit for model aircraft under the MAAA Policy and Procedures is **now 150kg**. The request from CASA (Civil Aviation Safety Authority) to review the framework for the approval process for model aircraft, which was limited by MAAA to models with a maximum weight of 50kg, was made at a January meeting between CASA and the MAAA. CASA had received a request for the assessment and approval of a very large model aircraft which stretched both their time and resources. CASA intended to pass costs onto the owner of the model. In its request, CASA acknowledged the MAAA's role within the administrative frameworks that CASA operates: ***The MAAA is an integral part of this framework and CASA acknowledge that MAAA has the specialist skills and knowledge to be able to approve and oversight the operation of Giant Model Aircraft.*** (Extract from letter from MAAA Secretary and distributed with VMAA meeting minutes to clubs. Ed.)



New Models seen at field

Jeff has passed on this bit of info for us.

I built a replacement Quickie 500, and put a little ASP 30 FS with a 9 x 6 prop in it. Ran the engine in this AM (Friday 22nd Feb.), and flew it at 12:30 PM.

Did not require any trim adjustment at all!!!



Secretary Jeff's latest Quickie 500 with ASP 30 FS power.

Photo is before the first flight, of course, but no change in condition after the flight. The Q500 is fast enough at full throttle, but seems to handle well at slow speed as well. It can handle a slower landing speed than the Q500 powered by the OS LA40 with a 10 x 7 prop. (The rudder and half the under cart came from the first Q500, which explains the yellow verses sunburst yellow (or orange) of the wings.)

Murri Anstis recently bought a Miles Sparrowhawk and had it out at the field to run the motor and get some of the fine tuning done before the test flight which will be on another day. It has already been flown by the previous owner in Melbourne.

It is from a Seagull kit, 92" wingspan and powered by a DLE55 petrol engine. With a DLE55 it will be quite fast – certainly much faster than the Tiger Moth Murri is currently flying.

We've seen a few of the smaller version around; the one that comes to mind is flown by our VMAA Editor Joe Finocchiaro. Same colour and all.



Murri's Miles Sparrowhawk by Seagull Models. DLE55 petrol engine, 92" wingspan. As you can see it is quite a large model.

With Graeme Allen's help the motor was started and appeared to run pretty well and was obviously putting out heaps of power. It has a 20x?? prop fitted which we thought might be a bit small for the DLE55 – most have 22x8/10. This may have accounted for the seemingly high power output.



Another shot of Murri's Sparrowhawk. As you can see the mower doesn't get much of a workout at the moment!!!

Stay tuned!!!



We thought this was the proverbial hawkle (that's when it could be a hawk or an eagle and you're not sure which) but it turned out to be one of Doug Wallis' novelty electric models. It's actually quite large and with the very still conditions on Sunday 24th (Feb) Doug decided to put it (him/her) through its paces.



Working Bee

We held a much needed working bee at the field on Saturday morning February 9th getting underway by 10AM.

The pavers around the BBQ area were re-laid due to undermining by the rabbit infestation. They were getting a bit dangerous in terms of someone twisting an ankle

where the bricks had subsided into the rabbit burrows. Those who worked on that project did an excellent job as the photo below attests.



Those pesky wabbits made a mess of the pavers but the boys did a great job repairing their not so handy work!!! No doubt they'll do it again over time though.



Work over, time for late morning tea. Gee you wouldn't wanna be paying these guys by the hour!!!

The fence around the compound had the wire strands tightened and the mesh straightened. Wayne, Glenn and I were on that detail.

Max gathered up the rubbish bins and headed off to the Egerton tip only to find out it didn't open until midday thereby necessitating a second visit.



Kevin Giddins did a great job repainting the sign on the entry gate. The sign was in a poor state and did not reflect well on the club.

We never knew that Kevin Giddins was an artist (I know where you're going! It depends on what sort of artist you're talking about.) but he did a great job of rejuvenating the sign on the entry gate. He got so carried away painting he did the other side as well. We'll have to start calling him Picasso.



Kevin couldn't help himself. He did the inside of the sign as well, no doubt inspired by the models seen at the field. Possibly Glenn's Cessna 195 and one of Mat's large aerobatic jobs.



Once the work was over it was time for a bit of flying to take advantage of the nice day.

Mat had a new toy to try out and this time it was an electric powered glider. There's no doubt about it they fly extremely well particularly in Mat's capable hands.



Looks good against the lightly clouded blue sky. I'm not sure what it is called or if it is a scale glider.



This model appears to have a wheel as well rather than just skidding in on the fuselage like many do.

Richard Turner also had a new model to test fly after the working bee. It's an Extra 330 powered by a Magnum/ASP 91 FS. Other than having way too much down trim on the elevators which took a bit of overcoming after the takeoff it flew okay as you would expect.



Richard Turner with his latest Extra 330. Model is powered by a Magnum/ASP 91 FS. (The version that has a blue rocker cover.)



Bush Fire Nearby

There was a bushfire nearby on Thursday afternoon 7th February. It appeared to be centred on the corner of Yendon-Egerton and Dunnstown Road intersection. It traversed up the hill along Yendon-Egerton Road heading east and engulfed part of Rob Beardall and his neighbour's land.

Fortunately it missed the main part of both properties but I believe some out buildings were lost. Undoubtedly a very frightening experience!

It highlights how careful we must be at the field at all times during this extended dry spell.

Don't take this the wrong way, but modellers that live in inner city areas may not be as aware of the potential fire risk in country regions as those that actually live in or near

the bush. When you visit regional fields in the very dry areas which would be most of Victoria at the moment be extremely careful and take heed of what the locals tell you. Down at the Geelong Dog Rocks Road field on Saturday February 16th for a VicScale event, the locals brought the fire risk to the attention of the visitors.

I'm not sure how this fire started – it may have been a lightning strike. I didn't hear any suggestion of human intervention whether deliberate or careless.

For interest a quick measure on Google Earth shows the fire reached within 3km of the centre of our field. With the tinder dry grass in the paddock a fire would go through it in no time.



Glenn took these photos a few days after the fire.



This shot was taken at the corner of Yendon-Egerton/Dunnstown Roads. Unfortunately the photo doesn't quite convey the seriousness of the fire.

Tips & Tricks

Watch out for those pushrod clevises

Since the last newsletter we've had two separate occasions where pushrod clevises have slipped on the threaded end – in flight as well mind you. This happened to Glenn on Feb 3rd with the ailerons on his new Hornet sport model. The following weekend Wayne experienced the same thing on one elevator of his Extra.

Fortunately both models landed safely albeit with sweaty pilots. At the time neither knew what was causing strange happenings with the controls. It wasn't until both models were examined closely that the clevises were found to be faulty. The clevis with a bit of force jumped the threads and slid along the rod.

I think this is more of a problem with the small 2-56 size rods as the thread engagement radially is more susceptible to wear and faulty manufacture than for example the larger 4-40 size. After all the clevis is split where it is threaded.

The other issue is to make sure you **don't mix** the DuBro Great Planes 2-56 size rods and clevises with metric versions found on many ARF models. That is a definite problem. Some time ago I accidentally attempted to use a 2-56 clevis on a metric rod and discovered with light force the clevis will slide over the threads.

Pay particular attention to the clevises and use lock nuts as well to cut down on the thread wear due to vibration.



Events

VicScale Comp at Geelong – Sat. 16th Feb

It's many years since I've flown at the Geelong Dog Rocks Road field. Probably late 90's early 2000's I guess not since the Geelong club moved down to Swan Bay on the Bellarine Peninsula. For those who are unaware the Geelong club split into two clubs a couple of years ago when they realized that Dog Rocks Road field was still available and suited the members on that side of Geelong. In a nutshell the members living on the peninsula side of Geelong formed the Bellarine club and stayed at the Swan Bay field that they had developed over the ten year period.

Anyway the VFSAA approached GMAA and negotiated a date to host an event. As it turned out the weather conditions were perfect for flying albeit a little hot. Fortunately the wind was from the east which suits the layout of their field. The other good thing is the flight line faces south so the sun is not a problem like it can be at some other fields.

From what I can gather the rollup was fairly standard with nine entries in Flying Only and four in Scale. After the entries were accepted and registered in the scoring system flying got under way almost immediately.



We flew two rounds of Flying Only, followed by three rounds of Scale and then finished off with another round of Flying Only.



Note the onboard electric starter mechanism.

The day was fairly incident free although Steve Malcman had trouble with the engine in his clipped wing Piper Cub. He has an onboard starter system that uses an ESC to drive the starter motor. However it failed after a few starts suggesting it may have burnt out. It must surely operate with a very high starting load as it turns the motor over compression and in this application it was starting a Magnum twin cylinder four stroke. The photo shows the clutch and gear mechanism mounted on the front of the engine. There is a drive shaft with universal couplings back to the ESC powered electric motor in the cockpit area. This was only one of Steve’s problems, apart from the starter failing the engine was quitting in flight soon after takeoff which is why his scores are so low.



David Law is guiding the Spitfire out in front of the judges assisted by Noel and then taxied out for takeoff.



This 1/4 scale Spitfire of David’s has excellent ground handling and he manages a nice straight takeoff. It looks like the U/C has just started to retract.



The Spitty on landing approach with flaps down. That’s a distant shot because those trees are the ones over near the Batesford Rd.

David Law had some problems with the DA 85 in his Spitfire. There was a problem getting it to start on the first round but after sorting that out and moving down to the end of the flight order he put in two excellent flights. However on the third round the engine was not performing well straight after takeoff necessitating an emergency landing after the first circuit. The DA was making a very strange sound and then finally quit on final approach. David upon realizing it wouldn’t make the runway and not knowing how rough the ground surface was elected to raise the undercarriage and belly it in on the grass in the outfield. A wise move no doubt as it only sustained superficial damage to the cooling radiators. (Apparently it flew the next day at Yarra Glen.)

Once the flying was over and the scores tallied up and posted on the scoreboard the presentations were held. In Scale, first place went to David Law with his Spitfire and in Flying Only Mat Werner (Yak 55). See the table of results further on for the scores.

Oh, before I forget and not wanting to put a too finer point on it, I beat Mat by 6 in the first round with the old Shoestring. Did ya all get that!!! Mat must have been still warming up but unfortunately I didn’t get any hotter.

We must thank the Geelong club (GMAA) for their hospitality. They put on lunch and supplied cold drinks throughout the day. One of their members, Stephen Henderson entered a Sopwith Pup. He said it was the first time ever in a competition and managed a very creditable 2238, which deserves encouragement.

Scale Results

Entrant	Aircraft	Flt 1	Flt 2	Flt 3	Flt Tot.	Static	Total	
David Law	Spitfire	2346	2321	DNC	2328	2692	5026	1
Noel Findlay	Gipsy Moth	2375	2315	2472	2423	2519	4942	2
G. Sunderland	Nieuport 23	1863	1945	2083	2014	???		?
R. Dickson	Me 262	1892	1902	2096	1999	1987	3986	?

3rd & 4th could not be determined on the day because Gary Sunderland’s static score could not be located.

Flying Only Results

Entrant	Aircraft	Flt 1	Flt 2	Flt 3	Total	
M. Werner	Yak 55	2440	2557	2526	2541	1
R. Carrigg	Shoestring	2446	2453	2423	2449	2
M. Schembri	Turbo Raven	2309	2263	2258	2286	3
T. Grieger	Piper Cub	2272	2265	2181	2268	4
D. Anderson	Mew Gull	2220	2308	2177	2264	5
N. Whitehead	Robin 2160	2197	2309	DNF	2253	6
S. Henderson	Sopwith Pup	DNF	2288	2188	2238	7
J. Finocchiaro	Miles Sparrowhawk	2038	2181	1712	2109	8
S. Malcman	Piper Cub (clipped)	480	678	DNF	579	9

Here are a few more random photos depicting the day.



Ahh the happy judges, God help us – sorry shouldn't say that about those that sit there and watch us show off, strut our stuff. Err you know what I mean...



Let 'er rip Gary!!!



And so he did! The Nieuport 23 lifts off and by the looks of the photo it would have scored extremely well.



I was going through my photos and noticed this one of Joel Findlay with Dad's (Noel) Gypsy Moth and my Shoestring. What is the strange phenomenon above Joel?



Mat is readying the Yak 55. Came 1st in Flying Only.



Tony Grieger is starting the big Cub assisted by Steve Malcman.



Noel is starting the venerable Gypsy Moth assisted by son Joel. Came 2nd in Scale to David's Spifire. Bridesmaid again like me!!!



Coming Events

Warrnambool Open Day – Sat/Sun 2nd/3rd March

Glenn and I (Roger) plan to make the trip down to Warrnambool for the Warrnambool club's open day. Let's hope a few other members can get down there even if only for one day.

I guess it's a bit disappointing that their event coincides with the Avalon Airshow this year which may have a detrimental effect on attendance.

Several BRMFC members have gone down over the past few years and enjoyed it immensely. They have a great field and are very easy to get on with. You can fly any type of model there.

If you are going, contact one of us for directions as it is tricky to find. It's actually about 5km to the north of Koroit.

VicScale Competition at BRMFC – Sat. 9th March

The club is hosting a round of VFSAA scale competitions (VicScale) on Saturday 9th March. This competition is open to all club members and caters for both scale (builder of the model) and 'Flying Only' (formerly ARF) categories. Changing ARF to 'Flying Only' means you can fly a model you built in the 'Flying Only' class.

Remember, competitions definitely improve your flying. It would be nice to see a good roll up from our members as we know there are scale models eligible to enter.

As usual we will run a canteen and BBQ lunch.

Let's hope the weather is kind and we get a good rollup of VFSAA members.

BRMFC Annual Display Day – 24th March

Many thanks to Alex Katsikaros for doing the artwork for the three new banners which we had printed recently. The banners are 1.8m x 1.0m with ropes and eyelets and were produced by www.displaymaster.com.au. The banners will be displayed around town in the lead up to our flying display. I think they go upon or around March 1st.



Model Engines and Goldfield Model Supplies are donating a Hitec Aurora 9 radio set which will be given away to a

lucky registered pilot on the day. Many thanks are extended to both for their generosity.

Remember this is one day the club needs your assistance both from a flying and event management point of view.

Bring whatever models you have whether flying or not. A large display of models in the pits is needed to set off the event and make it attractive to the public.

We hope to get plenty of support from other modellers but as a club we also need to be capable of putting on a show ourselves.

As far as I know everything is under control with the exception of the raffle prize, all we now need is good weather, but you never know on that front. Fingers crossed and think positive!!!



Event Calendar

Feb 3 rd (Sun)	VicScale Scale competition – State Field.
Feb 10 th 2013	Bipe and Bush Plane Day – Mitchell Fixed Wing Aero Club, Hilldene Vic. www.mfwac.com
Feb 16 th (Sat)	VicScale Scale competition – GMAA (TBC)
Feb 24 th	40 th Anniversary Leura Fun Fly – Camperdown, Corangamite Model Aircraft Club.
Mar 1 st - 3 rd	Annual Fun-Fly weekend – Warrnambool
Mar 1 st - 3 rd	Avalon Airshow 2013 (Trade days Feb 26 th to Mar 1 st)
March 9th (Sat)	VicScale Scale competition – Yendon.
March 17 th	Monty Tyrell Scale Rally – P&DARCS
March 24th	BRMFC Annual Open Day – Yendon
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 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 25 th /26 th	Horsham Fun-Fly – WMAA.
June 8 th - 9 th	VicScale Trophy 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.

The blond painter

A blonde Kiwi teenager, wanting to earn some extra money for the summer, decided to hire herself out as a

'handy-woman' and started canvassing a nearby well-to-do neighbourhood in Nelson. She went to the front door of the first house, and asked the owner if he had any odd jobs for her to do.

'Well, I guess I could use somebody to paint my porch,' he said, 'How much will you charge me?'

Delighted, the girl quickly responded, 'How about \$50?'

The man agreed and told her that the paint brushes and everything she would need was in the garage. The man's wife, hearing the conversation said to her husband, 'Does she realize that our porch goes ALL the way around the house?'

He responded, 'That's a bit cynical, isn't it?'

The wife replied, 'You're right. I guess I'm starting to believe all those dumb blond jokes we've been getting by e-mail lately.'

Later that day, the blonde came to the door to collect her money.

'You're finished already?' the startled husband asked.

'Yes, the blonde replied, and I even had paint left over, so I gave it two coats.'

Impressed, the man reached into his pocket for the \$50.00 and handed it to her along with a ten dollar tip.

'And by the way, ' the blonde added, 'it's not a Porch, it's a Lexus.'

British Humour

You may have heard that several supermarkets in England have had to recall their burgers because horse meat was found in them.....well it doesn't take long before the jokes start...

A woman has been taken into hospital after eating horse meat burgers from Tesco. Her condition is said to be stable.

Not entirely sure how Tesco are going to get over this hurdle.

Waitress in Tesco asked if I wanted anything on my Burger. So I had a £5 each way!

Tesco Quarter Pounders: The affordable way to buy your daughter the pony that she's always wanted!

Had some burgers from Tesco for my tea last night.... I still have a bit between my teeth.

Tesco is now testing all their vegetarian burgers for traces of unicorn.

Anyone want a burger from Tesco? Yay or Neigh?

"I've just checked the Tesco burgers in my freezer...AND THEY'RE OFF"

"I'm so hungry I could eat a horse....."

Tesco now forced to deny presence of zebra in burgers, as shoppers confuse barcodes for serving suggestions.

A cow walks into a bar. Barman asks, "Why the long face?" Cow says. "Illegal ingredients coming over here stealing our jobs!"

I hear the smaller version of those Tesco burgers make great horse d'oeuvres.

These Tesco burger jokes are going on a bit. Talk about flogging a dead..... NO! NO NO NO!

Said to the Mrs "These Tesco burgers given me terrible trots."

To beef or not to beef. That is equestrian.

Get ya tax return right

This is a little gem. Although from the UK it would equally apply to us in Australia with the exception of the EC. After all, the poms don't have exclusivity on crackheads and idiot politicians!!!

