



## NEWSLETTER – January, 2013

### Committee 2012/2013

<i>President:</i>	Peter Evans	(0438 643 949)	<i>Public Officer:</i>	(The Secretary)
<i>Vice President:</i>	Max Rowan	(0409 011 160)	<i>Safety Officers:</i>	Noel Findlay (0412 801 287) Mat Werner (0450 483 838)
<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)	<i>Newsletter Editors:</i>	Roger Carrigg (0437 842 277) Glenn White (0412 641 188)
<i>Secretary:</i>	Jeff Dowsley	(0427 565 791)	<i>Field Maintenance:</i>	Mat Werner (0450 483 838)
<i>Publicity Officer:</i>	Graeme Allen	(0418 534 983)		
<i>Returning Officer:</i>	(The Secretary)			

*Contacting BRMFC:* Secretary: Jeff Dowsley.

Ph: (03) 5341 3589, Mob: 0427 565 791, Email: [secretary@brmfc.org.au](mailto:secretary@brmfc.org.au)

*Newsletter Editor:* Roger Carrigg.

Ph: (03) 5334 2189, Mob: 0437 842 277, Email: [editor@brmfc.org.au](mailto:editor@brmfc.org.au)

Note the meeting location.

The next meeting of BRMFC is to be held out at the flying field on **Wednesday January 23<sup>rd</sup> 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.

### Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. 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.*

See the [December 2012](#) newsletter for the November meeting. We don't hold a meeting in December.



### New Year's Message

Happy New Year everyone.

Well, it seems we've suddenly found ourselves in another year and with the club in pretty good shape, thanks to members who give plenty of their time and effort in the upkeep of the field and also with administrative matters.

I would like to give a vote of thanks especially to the mower guys, the field has been looking great lately and for myself I often don't appreciate what it takes to get it that way when I rock up on a Sunday morning.

We've also been mostly injury and safety incident free, but I would encourage everyone to stay vigilant and careful, keeping an eye out not only for you, but also for other flyers.

I trust you have all had a relaxing and safe festive season and continue to have plenty of opportunities to indulge your RC passions over the summer and into the New Year.

Greetings

Peter Evans President.



### Club Meeting

Note that the meeting is to be held at the field this month and that will probably be the case until May at the latest.

It gives members an opportunity to have a fly before the meeting.

The forecast for Wednesday is 24°C with drizzle clearing and SSE wind. Wind direction is much like last Sunday.



### New Models seen at field

Our Secretary Jeff has a new model and has been kind enough to pass on a few details for us.

The model is a Piper Cherokee and came with a detailed manual, which had a sticker with a logo "SF" over Hangar 9. I assume it was a production run that failed to meet Hangar 9's quality standards, as some issues have arisen with the model.

Originally it flew very well, and seemed very stable in flight. Performance then declined, but that was put down to pilot error.

A lack of reinforcing across the top of the firewall resulted in a fracture of the firewall from a rough landing, supplied wing bolts pulling through the pre-drilled holes in the wing, and after a flight where the model seemed to be struggling with aileron control, it was seen that there was

6mm of dead band had developed in the ailerons! A check found that the wire aileron horn was loose in the ailerons.



Our Secretary Jeff Dowsley pictured here on Sunday 13<sup>th</sup> January with his Piper Cherokee ARF. (Only a few weeks ago photos had a lovely green background – the grass has all died off now with the dry spell.)

Apparently the wire is not seated in a solid block. To test the theory, 1.5mm holes were drilled in the aileron where the wires are located, and CA glue squirted into the holes. This immediately removed the "slop", and the model now flies well. No doubt this will require a more solid solution, but is working as a quick fix.

While Jeff has the limelight he sent me a photo of his latest building project which is making good use of some French & German wine (Mmmmm, I could think of a better use!!!).



### Goings' on at the Field

It started out a pretty cold morning on Sunday 13<sup>th</sup> January necessitating coats. Fortunately it warmed up as the morning progressed. Anyway I was flying my Shoestring and just overshot a little on a landing and the cameras were out snapping away. I said that'll never get in the newsletter but on second thoughts relented. Now that the grass has died away there's no natural braking from the runway – well that's my excuse anyway.



A minor overshoot on landing which somehow was caught on camera!!!



And how undignified!!! – carrying model back to the pits instead of taxiing.

Sunday 20<sup>th</sup> January turned out a nice day for flying and brought many members out to the field. Although a little windy early on it calmed down as the morning progressed bringing more models out of cars and into the pits.

Glenn brought his old Cessna 195 (yes it can be classed as old now) out for an airing. It was good to see it back in the air again.

The trusty Zenoah 62 with electronic ignition burst into life after a fairly long period of being a "hangar queen".



Glenn's taxiing the Cessna 195 out for takeoff assisted by Max. Mt Buninyong in the background always makes for a picturesque photo.



This is either a low pass or the landing approach – take your pick! I think it was the landing approach.

After a few circuits Glenn thought the Zenoah wasn't putting out as much power as it should and probably requires a tune up at the top end. Whilst it flew around okay it was lacking its normal climb rate. Glenn did a practice approach and seeing as it looked okay committed to a landing. There was a little bounce which somehow pushed the starboard wheel off the axle – maybe the retaining collet was not tight enough. No damage fortunately. Actually it was a fairly smooth landing; just goes to show the forces that come to play on landing gear particularly with heavy models. The side loads on wheel collets as the undercarriage spreads must be quite enormous which is the reason a flat or slot for the grub screw must be ground on the axle. There was a slot on the axle so we don't know why it came off.

Murri Anstis also took advantage of the excellent conditions and put the Tiger Moth up for a few circuits. I managed to get a few shots while Murri was doing some low display passes.

Although being fairly large the OS91 FS endows the Tiger Moth with scale like performance.



Managed to get a few shots of Murri doing some display passes with his OS91FS powered Tiger Moth.

The sky appeared to have a haze near to the ground which we attributed to the Gippsland bushfires. The wind was coming from the east.

As a matter of interest the photo below was taken on 9<sup>th</sup> December. Look how the field has dried out when compared to the photo above. I think it was green until the end of December and has dried out mostly over the last 2 or 3 weeks.



### Web Site

On the 7<sup>th</sup> January I updated the [Home](#) and [Weather](#) pages on our web site to use a better **CFA RSS feed** which shows more clearly fire ban days in the Central region.

Shortly, I'll make it display the CFA region corresponding to the flying field selected by the [Other Flying Fields](#) page.

Note: The RSS feed displays automatically on the web site from 16<sup>th</sup> November through to 15<sup>th</sup> April.

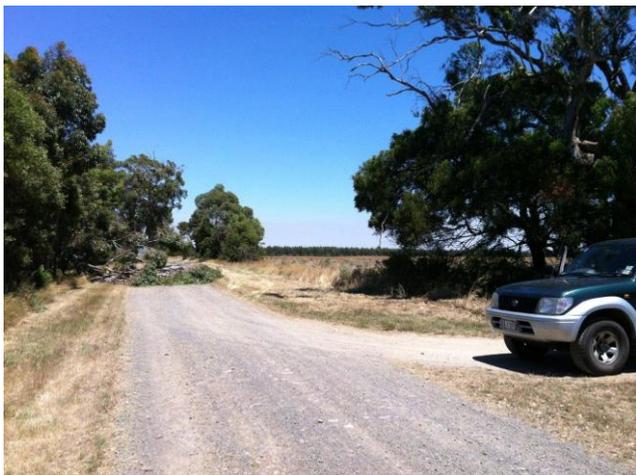
(For all you aficionados out there, **RSS** stands for *Really Simple Syndication*.)



### Field

On Sunday 6<sup>th</sup> January, just as Mat was about to drive out the gate, his young son Cato said "look out dad" or words to that effect. He stopped and a big tree fell across the road just in front of the car.

Nick took these photos shortly after when he was leaving.



I (Roger) notified the Moorabool Council via email the next morning after hearing about it just in case they were still unaware. They replied saying the message had been passed on to the relevant department.

### The size of our current field

For the record, I just measured our field on Google Earth and it is 450m North South between the plantations and 500m East West from Spreadeagle Road to the pine/cypress trees on the western side. (ie. The trees in the background of the photo on the previous page, where Glenn is taxiing out his Cessna 195.)

450m x 500m = 22.5Ha or 55 Acres.

#### Summarizing:

450m x 500m (NS x EW)

Area: 22.5Ha (55 Acres)

It would only be the larger models that exceed the perimeter however when we fly north/south we fly well over the northern boundary. Depending upon the block shape and location of facilities 50 – 70 acres should be adequate.



### Fire Safety Awareness

With the recent Chepstowe fires still fresh in everybody's mind it is a timely reminder to be extremely careful when attending the flying field in these hot and dry conditions.

Our club has a no activity or flying on days of total fire bans but we need to be doubly cautious during the summer period.

If any mowing is taking place the knapsack needs to be on the mower!!!! If it is hot and windy then leave it for a cooler day.

Smokers please use the sand buckets!!!!

When driving into the flying field stay on the short cut grass.

Please use extreme caution when flying electric, petrol or methanol, make sure your batteries are in top condition so as to keep any unwanted arrivals from happening!!! And always do a "range check" at the start of each flying day.

On another note, models should not be prepared for flight in the Club House. Somehow fuel has been spilt on the floor recently which can be quite slippery and dangerous.

Just remember we all need to be careful and vigilant as one careless act can have serious ramifications.

**Noel Findlay  
Safety Officer.**

Ed. footnote: I would suggest that all members familiarize themselves with the knapsacks & fire extinguishers. No good waiting until you have to use it and then fumbling around working out how it works while under pressure.



## Tips & Tricks

### Keeping track of your equipment

Radio equipment that is!!!

When buying servos, receivers or battery packs put a round coloured sticker on each with a number and date of purchase as a means of identification. A numbering system that works is the part number plus a sequence number. Eg. 645-1, 645-2 for Hitec HS645MG servos. (No servos that I've bought have a serial number.)

Over time you accumulate a lot of items and lose track of its age. This is particularly important with batteries.

To supplement the numbering an Excel spreadsheet is used to record the number, date of purchase, where purchased, price (if you like pain) and any other information you might find useful. I find it of particular use to record the aircraft each item of equipment is installed. The spreadsheet also becomes an inventory of equipment. The number of servos we seem to gather over the years is staggering and it's not long before you have no idea about what equipment you own or its age.



## For Sale



JR RS10DS 10 Channel Receiver 36MHz PLL Synthesized **\$30**. (Note: Aerial wire will need reinstating to the correct length.)

50 copies of Airborne Magazine. Buyer has the choice of issue numbers **\$50**.

Contact Murri Anstis on 0423 644 574 or [murrig@bigpond.com](mailto:murrig@bigpond.com)



## Bunnings Sausage Sizzle



Following our recent extremely successful fund raiser at Bunnings, an application was submitted for another weekend event along with the follow up information Bunnings require.

A reply was received on the 16<sup>th</sup> January stating that weekends are fully booked until **30<sup>th</sup> June 2013** however we will be automatically included in the next date ballot draw.

In effect that means we could get a Saturday or Sunday any time from **1<sup>st</sup> July** onwards probably up until the end of the year.

Anyway we're sort of old hands at it now...



## Coming Events

### VicScale Competition – Yendon Sat. 9<sup>th</sup> March

BRMFC is hosting a round of VicScale (VFSAA) scale competitions on Saturday 9<sup>th</sup> March. Yes it is Saturday, that way it doesn't interfere with normal Sunday flying arrangements.

Basically for us it means we want our members to compete. Secondly the field needs to be prepared – fortunately (and unfortunately) the grass is not growing now due to the extremely dry conditions.

Thirdly, we need a small team to run the canteen. Normally we provide sausages, hamburgers, hot & cold drinks.

### Annual Display – 24<sup>th</sup> March

It's only 9 weeks until our annual display is upon us again. As far as I can gather the display committee has it all under control. We have the required permits etc and our limited advertising and promotion is in hand.

We are currently organising 3 extra banners to supplement the 3 existing ones which will be displayed around town in the three weeks leading up to the event.

For interest I did a search of the newsletter archive to find out when the existing banners were made. Time certainly slips by. It was in the lead up to our 28<sup>th</sup> March 2004 Open Day – 9 years ago. They were fabricated by C.E. Bartlett and the art work was designed and hand painted by Peter Barnett a past member. On that basis they have been displayed 9 times for 3 to 4 weeks at a time which means around 30 weeks. That is over 6 months out in the open so they have done extremely well. Peter Barnett certainly did an excellent job of the design and painting – three times no less, so it is timely to mention his effort once again.



## Event Calendar

- Feb 3<sup>rd</sup> (Sun) VicScale Scale competition – State Field.
- Feb 10<sup>th</sup> 2013 Bipe and Bush Plane Day – Mitchell Fixed Wing Aero Club, Hilldene Vic. [www.mfwac.com](http://www.mfwac.com)
- Feb 16<sup>th</sup> (Sat) VicScale Scale competition – GMAA (TBC)
- Feb 24<sup>th</sup> 40<sup>th</sup> Anniversary Leura Fun Fly – Camperdown, Corangamite Model Aircraft Club.
- Mar 1<sup>st</sup> - 3<sup>rd</sup> Annual Fun-Fly weekend – Warrnambool
- Mar 1<sup>st</sup> - 3<sup>rd</sup> Avalon Airshow 2013 (Trade days Feb 26<sup>th</sup> to Mar 1<sup>st</sup>)

- March 9<sup>th</sup> (Sat) VicScale Scale competition – Yendon.
- March 17<sup>th</sup> Monty Tyrell Scale Rally – P&DARCS
- March 24<sup>th</sup> BRMFC Annual Open Day – Yendon
- April 5<sup>th</sup> – 7<sup>th</sup> Autumn Scale Rally TCMAC – Albury
- April 7<sup>th</sup> OS Engines Fly-in – P&DARCS
- April 13<sup>th</sup>/14<sup>th</sup> F3A Pattern Aerobatics Ballarat – Yendon (Model Engines Trophy)
- April 13<sup>th</sup>/14<sup>th</sup> VMAA TROPHY inter-club FUN competition – NFG (State Field)
- April 21<sup>st</sup> (Sun) VicScale Scale competition – P&DARCS.
- April 26<sup>th</sup> - 28<sup>th</sup> WWII and Military Scale Event Wagga
- April 28<sup>th</sup> Annual Twins & More – NFG State Field
- May 4<sup>th</sup> (Sat) Victorian State Scale Champs – BRCAC.
- May 17<sup>th</sup> – 19<sup>th</sup> MAAA Council Conference – Mantra Hotel Tullamarine.
- May 25<sup>th</sup>/26<sup>th</sup> Horsham Fun-Fly – WMAA.
- June 8<sup>th</sup> - 9<sup>th</sup> 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.



*This Contains  
Adult Material.  
Read It, Delete It,  
But Don't Give  
Me Any Crap  
About It!*

#### Irish Vasectomy

After having their 11<sup>th</sup> child, an Irish couple decided that that was enough, as they couldn't afford a larger bed. So the husband went to his doctor and told him that he and his wife didn't want to have any more children.....



The doctor told him there was a procedure called a vasectomy that would fix the problem but it was expensive. A less costly alternative was to go home, get a large firecracker, light it, put it in a beer can, then hold the can up to his ear and count to 10.

The husband said to the doctor, "B'Jayzus, I may not be the smartest fella in the world, but I don't see how putting a firework in a beer can next to my ear is going to help me with my problem."

"Trust me, it will do the job", said the doctor.

So the man went home, lit a cracker and put it in a beer can. He held the can up to his ear and began to count:

"1, 2, 3, 4, 5....." at which point he paused, and placed the beer can between his legs so he could continue counting on his other hand.

This procedure also works in New Zealand, Tasmania, parts of Liverpool, Southern USA, and some areas near Gympie, QLD.

#### Technology update...

A major computer company announced today that it has developed a computer chip that can store and play high fidelity music in women's breast implants.

The iTit will cost between \$499.00 and \$699.00 depending on speaker size.

This is considered to be a major breakthrough because women have always complained about men staring at their "assets" and not listening to them.

#### God bless the A.T.O.

At the end of the tax year, the Australian Tax Office sent an inspector to audit the books of a local hospital. While the ATO agent was checking the books he turned to the CEO of the hospital and said, "I notice you buy a lot of bandages. What do you do with the end of the roll when there's too little left to be of any use?"

"Good question," noted the CEO. "We save them up and send them back to the bandage company and every now and then they send us a free box of bandages."

"Oh," replied the auditor, somewhat disappointed that his unusual question had a practical answer. But on he went, in his obnoxious way.

"What about all these plaster purchases? What do you do with what's left over after setting a cast on a patient?"

"Ah, yes," replied the CEO, realising that the inspector was trying to trap him with an unanswerable question. "We save it and send it back to the manufacturer, and every now and then they send us a free package of plaster."

"I see," replied the auditor, thinking hard about how he could fluster the know-it-all CEO. "Well," he went on, "What do you do with all the leftover bits from the circumcisions you perform?"

"Here, too, we do not waste," answered the CEO. "What we do is save all the little bits and send them to the Australian Tax Office and about once a year they send us a complete dick."

