



NEWSLETTER – July, 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)			

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Note the meeting location.

The **Annual General Meeting** of BRMFC is to be held at **Field Air Offices located at Ballarat Airport** on **Wednesday July 24th 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 afterwards.

The ordinary meeting will then be held with the newly elected committee.

Agenda Items for the next general meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. 2014 Display Day

Annual General Meeting

As already noted above, the AGM is to be held on Wednesday 24th July at Field Air prior to the ordinary meeting. This is where the current committee, present their reports and the committee for 2013/2014 will be elected.

Please do your best to make it to the meeting. It is always encouraging to see a good roll up at the AGM.

The next committee is to be decided at the AGM. Remember the club doesn't just run itself it takes the members to do so. Don't be afraid to put your hand up for one of the positions up for election.

Just had a brain wave – those who don't turn up to the meeting get voted in to the new committee positions? You can dream!!! Ha ha.

The following positions are up for re-election. The positions of President, Vice President, Secretary and Treasurer are for two year terms and try to be staggered. However the way things have panned out neither of these are up for re-election this year. The positions to be voted on are:

- Safety Officer 1
- Safety Officer 2
- Publicity Officer
- Returning Officer

- Public Officer (*Is now the Secretary*)
- Newsletter Editor
- Newsletter Sub editor
- Field Maintenance Officer

Presidents Report – Peter Evans

I would like to thank, on behalf of all club members, the outgoing and, perhaps continuing, committee members and office holders for their contribution to the effective running of the club. In saying that, I would once again encourage all members to attend the AGM next Wednesday, when most positions are up for re-election, and to consider what contribution you might make to the future of the club.

Our finances continue in a strong position, thanks to members' contribution to fund raising events over the years and to sound investments of the resulting profits. It seems we need to maintain our efforts here due to the imminent relocation of our facilities. Our single most effective fund raiser is the Bunnings sausage sizzle- many thanks to those who have volunteered at past efforts, and don't forget to log the next one in your schedules(August 31st). And thanks once again to Roger for coordinating these greasy outings, we know you love it!

Membership levels appear to be tapering off somewhat, so we need to continue to make any new members and

visitors feel welcome and included in the activities of the club.

The big thing for this next year will be the planning for and relocation of our facilities to a new field. At this point it seems most probably this will be to the alternate field offered to us by the Lal Lal Estate. I trust that when the time comes members will get involved as they are able and that this whole exercise will be an exciting opportunity to work together to create a classy facility for a fresh experience of model flying for existing and future BRMFCers.

We continue to have a good safety record, but we all should be constantly involved in thinking about and observing for situations that could lead to injury or damage.

Thanks are once again due to the guys that quietly go about the business of mowing the grass and keeping the field looking great.

We continue to host events for visiting special interest groups, and these are well attended and appreciated by those that come. Thanks to members getting involved in running the canteen on such days, it is enjoyed by visitors, and of benefit to the club.

Members of our club continue to attend and do well at events all over south eastern Australia and beyond, with Noel Findlay having a great first tilt at the world scale championship in Spain last year.

So, here's to continued safe and rewarding aeromodelling to you all.

Peter Evans,
President.

Treasurer's Report – Nick Katsikaros

Another year gone and we've continued to accumulate finances slowly without too many shocks to the system. The shocks are likely to come next year.

Financially the club is still in a good position, with funds growing this financial year. However more members are required to put us on a sounder footing both financially and generally.

As in previous years Club fees have covered expenses and our fund raising activities have gone directly into savings for a new field with good asset growth coming from our fixed term investment accounts. Fund raising was mixed. The display day again did not do well financially, although an improvement over the previous year. We did get a good day for the sausage sizzle and the raffle was less than we'd hoped. A review of fund raising activities is required.

There was no single major expenditure this year. Once again routine maintenance activities were carried out by a number of club members who generously donated their time throughout the year.

Looking forward, the major consideration is a new field. Purchasing does not appear to be an option with the size of the club and the available locations (to date) being unacceptable to the VMAA and MAAA for finance and too expensive to go it alone. Moving to the newly identified paddock in Lal Lal estate looks most likely. This will be an ongoing lease rather than purchase, which at least will keep the treasurer's job straightforward. It's likely that much of our financial reserves will be largely consumed in the move but it will be a chance to get better amenities. We are hoping to get a substantial contribution from Westwind, either in cash or in kind, but I'm sure that will require a fair deal of effort to obtain.

We need to maintain and hopefully increase our fund raising activities and membership numbers to ensure we are in a robust position into the future.

Nick Katsikaros,
Treasurer.

Secretary's Report – Jeff Dowsley

Again, a relatively quiet year with most activity related to Club minutes and VMAA membership management. The MAAA is developing a new membership database, which will hopefully eliminate the remaining manual transfer of membership information.

Jeff Dowsley,
Secretary.

Editor's Report – Roger Carrigg

The editor's job is to publish a monthly newsletter timed to come out a couple of days before the general meeting – normally the Monday before. That equates to twelve editions per year which poses a challenge to try and make it an interesting read.

Of course it is you the members who provide most of the "goings on" to write about. Sometimes we might and we have been known to upset someone when describing an event seen at the field – that is certainly not the intention. But as they say in the classics if we haven't offended you yet, stay tuned we'll get around to you eventually.

Most members now get the newsletter by email with only a handful being posted. One of the great features of email and the internet is the ability to send the newsletter to non-club members without incurring any cost to the club. This is all in the interest of keeping the modelling fraternity abreast of what is going on in our club.

With Glenn's assistance we have now been doing the newsletter since June 1999, WTF that's 14 years, ya get less than that for murder!!! After a quick tally that amounts to 166 editions.

To spice it up a bit and show we are not a bunch of "stuffed shirts" we introduced the sealed section in April 2010. Just a bit of light hearted banter and humour, with the intention of not overstepping the boundaries of what is appropriate in this day and age. I know we have a few

interested readers who like this section – won't mention any names though, they know who they are.

The newsletter is also posted on the club web site where it is available to the world. It really provides the only means by which we chronicle the events of the club.

Murri Anstis tabled a document at the last meeting outlining the history of the club dating back to 1962. This is still being refined and will be posted on the club's web site shortly. In fact it will probably go on as is and be updated as we refine the history.

Webmaster's Report – Roger Carrigg

The club's domain name brmfc.org.au is registered through Australian Domain Registration Services www.domainregistration.com.au at a cost of \$35 (inc. GST) for 2 years. This will fall due again on 28th April 2014 and will require payment of the current rate no doubt an amount slightly in excess of \$35.

At the moment it is hosted by AspWebHosting under www.startek.com.au account so there is no cost to the club.

In the not too distant future (I said this last year and the year before that) I propose to create an account for the club with AspWebHosting (most likely but not necessarily) which will cost in the vicinity of \$50-100 per year and migrate the web site to that account. This will mean that others in the club can be granted login access to the web site for administrative purposes which is a more desirable scenario in the longer term.

Googling the phrase 'model aircraft ballarat' brings our web site up at the top of the list so that should be enabling people who are interested in our hobby to find us. In the 12 month period from 23rd July 2012 to 21st July 2013 there were 25,686 visitors (19,768 last year) to our site which averages 71 visits per day (well up on the 54 last year). This is *visits* not *hits*, the number of hits will no doubt be many times that figure if people browse around the site.

We've talked about Facebook and Twitter for a while now and all that has happened so far is to create a Facebook account. A lot more needs to be done on that front but it all takes time, effort and enthusiasm. An effective presence on these social networks is definitely the way to go – after all that is where the young people 'hang out' these days.

It would be nice to get some more videos up on YouTube relating to our club and members. Then a page can be created on our web site with these links.



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.

5. Secretary's report

1 Incoming mail 21/06/2013 VMAA Secretary Fees, Club Registration etc.

19/06/2013 Dept Justice Consumer Affairs – Annual Statement request.

6. Reports

I) Relocation Sub-Committee

Max Rowan reported that Geoff Fisken has offered another site, off Campbells Roads. Roger and Max inspected the site, and it looks ideal – even better than the Lot 2 Napoleons site. Max has spoken to Rob Beardall, who has an adjoining property, and he has indicated that he has no objection to the noise generated by the models.

Some discussion on how to proceed ensued. It was suggested that an approach to WestWind should be made, especially for "in kind" assistance. A Working Party, consisting of Max Rowan, Graeme Allen, Noel Findlay, Peter Evans, with the power to coopt should progress the matter. Max feels that getting the strips graded and an access road are of the highest priority.

7. General Business

II) Field Maintenance.

(1) Murri Anstis carried out a gas attack on some burrows, but the rabbits are winning.

(2) Methanol, synthetic oil and Nitro Methane stocks need to be ordered. Mat will order and Graeme Allen will collect the oil and nitromethane.

III) Club History Compilation for Web Site

Murray Anstis tabled a first draft of the Club history, and requested inclusions and corrections from members.

IV) Roy Gladman Competition

As reported in the Newsletter, a round of the Roy Gladman competition was held May 26. A good, fun round, even though the weather wasn't the best. It was noted that the points associated with the Climb and Glide may be too high, and the weightings may need to be adjusted.

V) Nominations for 2013/2014 Office bearers and 2013 AGM

Peter Evans reminded members that the AGM is to be held in June, and again called for nominations for all positions except for President, Vice President, Secretary and Treasurer. The AGM will be held on July 24.

VI) 2013/2014 Membership Fee

Fees of \$204 for seniors have been set and announced in the Newsletter.

VII) 3BA Community Announcements

Appear to be supporting clubs seeking publicity by advertising tryout sessions.

VIII) Safety Issues

Murri Anstis noted that when two or more planes are in the air, circuits must be performed, and that people should not crowd around planes when engines are being started, especially with large models. Pilots should congregate close together on the flight line to ensure good communication of intended manoeuvres.

IX) TV Interview

Mat Werner was interviewed after the Horsham Fun Fly by WIN TV, and has had a great response – people commenting and expressing interest. Excellent PR.



Membership Renewals

If you haven't renewed your subs for the 2013/14 year can you please do so ASAP?

Secondly, if you don't intend rejoining please give the secretary the courtesy of a message to that effect.

The renewal form was included with the June 2013 newsletter and can also be found online at: http://www.brmfc.org.au/Forms/MembPayment%202013_14.pdf



New Models seen at field

Wayne's been at it again, with another new model at the field on Sunday 21st July. This one is a Hangar 9 Piper Cub, sporting a whopping 2.7m wingspan. By the looks of it Wayne has made an excellent choice of power plant being one of the new DLE-35RA rear exhaust petrol engines. They are a neat compact unit that's for sure and appear a very professional product. I was also quite impressed with the quality of the Hangar 9 kit and the scale undercarriage looks particularly well made. The undercarriage is a bone of contention with so many ARF's so it is very refreshing to see a well designed unit. Wayne said he replaced the cyano glass hinges (not sure what you call them) with Robart pin type as a matter of preference.

After assembly in the shed the model was taken out to the flight line for an engine run. Just a few flicks with choke to prime and then choke off a couple of flicks and away it went. You could tell by the way it ran this is definitely a good motor. I think Mat said 1/8 turn open on both needle valves is all it took to fine tune it.



The muffler that comes with the DLE-35RA fits in neatly between the cylinder head and firewall.



Wayne is adjusting the carb needle valves with his right angle drive carb adjusting tool – a relic from his auto carburettor repair business days. He said that tool was worth a couple of hundred bucks a week once!!! No wonder he's grinning.



Wayne with his Hangar 9 Piper Cub powered by a DLE35 rear exhaust petrol engine. 2.7m wingspan. It will look nice with the cowl in place.

There was a fairly strong northerly breeze in the morning (a check on web site said 30km/h at the airport) which is testing a Cub particularly on a test flight. Wayne asked Mat if he would do the honours. After the initial run and engine tune and a couple more tweaks back in the shed it was out to the pits once again to top up the tank and start the DLE 35. Mat taxied out to the southern end of the north/south runway turned into wind and let 'er have it. The DLE dragged the Cub off in only a few feet and showed it had an abundance of power in the climb out. It seemed remarkably stable in the conditions – we all know what the turbulence is like from north winds over the plantation at our field a feature that the probable new field should not have.



Mat is taxiing Wayne's Piper Cub to the southern end of the north/south runway for takeoff on its maiden flight.

Mat put the Cub through its paces with a loop and low speed stall tests up high. All seemed fairly predictable.

After a few more circuits it was time to come in for a landing. On the first attempt a wind gust near the ground threw it off line so Mat gunned the DLE35 and went around for another approach. This time the Cub stayed on track and came in for a very smooth landing. Probably an 8 in a scale comp!!!



Wayne's new Hangar 9 Piper Cub on a low pass over the field. The DLE35RA rear exhaust ran like a charm.



The Cub is back on the deck again; I'm sure a very pleased and relieved Wayne. It was a very smooth landing after a go around on the first attempt which was interrupted by an unexpected wind gust.

Glenn also brought his new Extra out to the field for an engine run before its anticipated test flight next weekend. This model also has one of the new rear exhaust DLE's although the larger 55.

Once again the engine started easily and ran although some difficulty was found trying to restart – it would run for a few moments and stop. Some time passed and it then started and ran well with a smooth idle. Obviously there is a little more vibration than the smaller DLE35RA in Wayne's Cub.

This Extra is a no name brand which overall is excellent value for money. They are very lightly constructed – I think they all go too far these days cutting out lightening holes in the plywood frame. Being CAD designed and laser cut, it is very easy to remove sections that you wouldn't do by more labour intensive methods.

They seem to have the covering down to a fine art now and the cowl is to die for – a brilliant piece of fibre glass

work and importantly the attachment ply ring is securely moulded into the fibre glass.



Like the DLE-35RA in the Cub, the muffler fitted to the DLE-55RA also fits in nicely between the cylinder head and firewall. It Also comes with silicone extension tubes.



Handy to have someone to start the engine for you.

There are a few niggly things of course. The sleeves in the fuselage are a little oversize for both the wing and horizontal stabilizer tubes. More so on the stab where the tube definitely needs tape wrapped around to eliminate movement which could cause flutter, induced from both engine vibration and airflow. There is also a 3-4mm gap at the leading edge of the port wing suggesting some misalignment however a measurement from each wing tip to the base of the fin was within 2mm so it may just be the rib face on the wing. That being the case it's nothing that a packer won't fix to prevent stressing the fuselage frame when the wing bolts are tightened. They are also extremely difficult to insert with the internal structure getting in the way (exacerbated by Glenn's big thumbs).

Max also had a new model at the field on the same day as Wayne and Glenn. This one is a Hots that he picked up down at the Hamilton Fun Fly in November last year. I suspect Max saw it and thought I've got an engine that will fit that nicely. The engine is a 3MM 53cc petrol, the one that Glenn used to have in his Great Planes Extra and was prone to stopping when it felt like it. We've seen a couple of them and for some reason they don't seem dependable. I hope Max can get it sorted out and running reliably before he commits to aviation with the Hots. If it runs all right it should have heaps of power.



Max with his Hots powered by a 3MM 53cc petrol engine doing engine run up tests. Looks like it should have plenty of power.

Weather permitting it looks like a couple more test flights next weekend.



Fuel Supplies

The club has recently renewed supplies of Methanol, Synthetic Oil and Nitro. The members' price list needs to be reviewed and reposted on the notice board in the shed to avoid confusion. See Mat Werner for the fuel and pay the Treasurer. Those who do stuff online these days can arrange to pay directly into the club account if you prefer.



New Field Investigation

The Sunday after the last meeting a number of members met at the proposed new field on the way out to our normal Sunday morning flying. Great when it's off the same road – makes it very convenient.

Going by the initial reactions of the members present it would seem that this is our best option yet. In reality it is the only option we have at this point in time.

The next step is to develop some field layout plans so that we are all clear where facilities would be located, position and direction of runways, access tracks etc. We need this to present to the landlord to make sure we are all on the same wave length. Also required is an estimate of costs to shift our equipment from the current site and re-establish

at the new site. This is needed for two reasons; obviously the club needs to know what the likely expenses will be. Secondly to present to Westwind Energy to seek reimbursement of our costs in accordance with the offer contained in the letter they sent prior to receiving the wind farm planning permit.

Stay tuned on this front. Hopefully there will be exciting developments to come.



Tips & Tricks

Encase ignition leads with spiral wrap

When using petrol engines don't forget to protect the ignition lead with spiral cable wrap. The outer braid is essential for radio interference suppression and it can easily be worn through if for example it rubs up against engine cowl. Wiltronics in Ring Road apparently have a range of spiral cable wrap. They are part of Jaycar now – I guess it's a franchise as the store was there long before Jaycar emerged. Like ye old Dick Smith Electronics. In fact I was in the shop recently and they have a lot of interesting stuff. Well worth a visit.

Swivel Ball Links



It's a good idea to fit a retaining washer over control surface ball joints to prevent them coming completely adrift should they pop off the ball. If they are a tight fit it is unlikely to happen in flight, but some we have seen can be pushed off and it is better to be safe than sorry.

This is timely advice with so many people moving to large models where this kind of hardware is popular. No doubt with the increased demand for this type of product they are being made by a wide variety of manufacturers, so the quality will vary and hence the force required to pop the ball out of the rod encasing will be mixed.



For Sale

Ted Rivett has a **Victa Airtourer** built from a Chris White kit for sale. Wingspan is 81 – 84 inches and it takes an OS120FS (not sure if that is included).

If you are interested, contact Ted on: 0409 321 956.



Coming Events

Sausage Sizzle Bunnings Ballarat – August 31st



Another reminder that we have our next Bunnings sausage sizzle on Saturday August 31st. Please mark the event on your calendar so you can be available to help out on the day?

I mentioned this in the last newsletter that it was reported in the Ballarat Courier on June 13th that Masters is opening their first regional store in Ballarat this August. If we are unlucky, that will coincide with our gig. Let's hope they don't open until after our day as it would certainly dampen trade at Bunnings on the day of their opening and may well do once Masters open.

August 31st has also been touted as a possible date for the up and coming federal election. Not that it should make any difference just another thing to do on a busy day.

The Courier article also mentioned that many community groups have already contacted Masters about the sausage sizzles. I guess we will try and get in on the band wagon as well.

I will send out a duty roster in a week or two. As you all know many hands make light work so please do your best to make yourself available for a stint if requested. At least it won't be hot, so the sought after job may well be the cook standing over the hot plate. This is our first winter gig at the current Bunnings store so I guess cold drinks won't be in favour this time and we won't need much ice!!!



Event Calendar

July 24 th	BRMFC AGM
August 17 th /18 th	Wagga IMAC 2013, Scale Aerobatics – Wagga MAC.
August 24 th /25 th	VFSAA Scale competition – TCMAC Albury
August 31 st (Sat)	BRMFC Sausage Sizzle – Bunnings Ballarat
Sept 21 st /22 nd	Mammoth Scale weekend – Shepparton
Nov 2 nd /3 rd	Fun Fly – Ararat
Nov 23 rd /24 th	Annual Fly-In and Swap Meet – Hamilton
Nov 24 th	Old Timer – Haddon Field, Ballarat

Feb 28th-Mar 2nd 2014 Fun Fly weekend – Warrnambool

March 30th 2014 BRMFC Annual Open Day – Yendon

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.

Medical Check up

During my physical examination, my doctor asked me about my physical activity level. He asked me to describe a typical day.

"Well, yesterday afternoon, for example, I took a five hour walk about 7 miles through some pretty rough terrain. I waded along the edge of a lake. I pushed my way through brambles. I got sand in my shoes and my eyes. I avoided standing on a snake. I climbed several rocky hills. I took a few 'leaks' behind some big trees. The mental stress of it all left me shattered and at the end of it all I drank a few beers."

Inspired by the story, the doctor said, "You must be one hell of an outdoors man!"

"No," I replied, "I'm an aero modeller and can't tune engines..."

This was a golfing joke but I thought it would be better for our consumption with and aero modelling flavour.

The Undertaker

Roy, an undertaker, recently came home with a black eye.

"What happened to you?" asked his wife.

"I had a terrible day," replied Roy. "I had to go to a hotel and pick up a man who had died in his sleep."

When I got there, the manager said they couldn't get him into a body bag because he was still hugely aroused.

Anyway, I went up and, sure enough, there was this big naked guy lying on the bed like the manager described.

So I grabbed it with both hands and tried to snap it in half."

"I see" said his wife, "that must have been awful, but how did you get the black eye?"

Roy replied: "Wrong room."

Guts & Balls

To those of you who are nit-pickers about the meaning of words, there is a medical distinction between Guts and Balls.

We've all heard about people having Guts or Balls, but do you really know the difference between them? In an effort to keep you informed, here are the definitions:

GUTS – is arriving home late after a night out with the lads, being met by your wife with a broom, and having the Guts to ask, "Are you still cleaning, or are you flying somewhere?"

BALLS – is coming home late after a night out with the lads, smelling of perfume and beer, with lipstick on your collar, and slapping your wife on the butt and having the Balls to say, "You're next, Chubby."

I hope this clears up any confusion on the definitions.

Medically speaking, there is no difference in the outcome. Both result in death.

