



NEWSLETTER – March, 2012

Committee 2011/2012

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|---------------------------|-----------------|----------------|----------------------------|--|
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The next meeting of BRMFC is to be held out at the flying field on Wednesday March 21st 2012 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 25th March *****

See article on page 7.

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. F3A Pattern Aerobatics Ballarat Apr 14/15
5. 2012 Annual Display

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.

Reports

Relocation Sub-Committee

Jeff Dowsley to renew contact with City of Ballarat.

ACTION: JD to contact the VMAA secretary for further details – area, strip lengths, services, etc.

Murri Anstis reported that he had found two possible properties:

- Yendon – Dunstown road, farmer runs cattle but that shouldn't be a problem. Farmer also doesn't like wind turbines. Murri raised the possibility of renting 5 acres. Discussions will continue.
- Rokewood – Murri's in laws own considerable property that could be suitable

Max Rowan spoke to Geoff Fiskin, who has not heard from the wind generator construction firm and is happy for the BRMFC to continue on for the time being.

Members thought that the GMAA Rokewood option was too far to travel from Ballarat.

General Business

a) Wind Farm

Nil report.

b) Field Maintenance

- Len Astbury has done a good job of clearing the strip.
- Mat gassed the rabbits, and killed a rat. (The rat didn't put up much resistance.)

c) Club History Compilation for Web Site

Murri is still collecting data.

d) Trophy Shields

Mat Porter will obtain a quotation for another batch.

e) Past Presidents

Noel Findlay has volunteered to manufacture a board, but will be delayed due to his current workload.

f) Annual Display 25 March 2012

JD noted that BRI advised in December that the banner sites were booked out for 2012, and that we should apply for 2013 now. **JD to book 2013 – mid-March to end of first week in April.**

Tasks:

Jeff D to contact 3BA, (Mike Cooper), Ballarat News, Courier, TV Community Noticeboards. Swap meet Model Engines, Taits sponsorship?

Raffle? Prizes? – sponsorships. Book stall at Wendouree Village, Central Square?

(prize – 1. \$350 TV, 2 .Gift Voucher \$50 Bunnings, Dick Turner to co-ordinate.

Small plane raffle for pilots on the day?, \$100 of giveaways – small items from Goldfields Models for pilots. Nick – Jeff D

Goodies suggestions :-

Servo leads, fuel filler valves, cyano glue, hinges, control horns, wheels etc.

Tent for transmitter pound?

Food – Snags, hamburgers, dim sims, lettuces, tomatoes, onions, beetroot. Contact Matt Porter for quantities.

Cans of Drink – Roger C.

Mars bars – Nick K.

Lollies for lolly dropper – Mat Werner

Sound System – Glenn White: Off-sider contacted, waiting for call back.

Graeme Allen to MC

Advise Fiskens? Max Rowan – Done.

Working Bee to clean up and erect bunting and signs on the Saturday.

Rosters for Transmitter Pound, Gate, Canteen.

Roster for road signs. **(Matt Porter has a map and list from 2010)**

Roger Carrigg to locate a suitable image to replace the photo in the Poster.

Email Field pdf to Mat Werner.

Notify Roger that the Newsletter will need to be done earlier, as the next BRMFC meeting will be brought forward to 21 March.

g) U tube Channel

Nick Katsikaros will create an account on U-tube.

h) Meeting location

Next meeting will again be held at the BRMFC Field at Spreadeagle Road, one week earlier than usual on March 21, to have an opportunity to finalise arrangements for the Display Day on the March 25.



Sad News

I was deeply saddened when I read Noel Whitehead's email saying that Haydn Hampson had passed away suddenly at his home on Friday March 9th. Going by what we've heard since on the grape vine, he collapsed in his workshop from a heart attack.

Haydn was an active scale modeller and participated regularly in VICSCALE events and activities. However, I don't think many of us in Ballarat new Haydn well; we just didn't get to events that coincided. I remember meeting Haydn at the VICSCALE Trophy held in June last year at Shepparton and most recently at the State Field on February 4th where he flew his large petrol powered Zero.

Haydn's funeral was held last Friday (16th March) in Woori Yallock.

On behalf of BRMFC, I would like to extend our heartfelt sympathy to Haydn's family and friends in their time of sorrow.



These photos were taken at Shepparton on 11th June 2011 during the VICSCALE Trophy. Haydn is taxiing his Zero out for takeoff on a competition flight. And below the Zero is about to lift off into the wild blue yonder. RIP.



New Models seen at field

It was a busy day at the field on Sunday 11th March. The day turned out perfect for flying and brought many out to the field including several visitors.

When I arrived I saw this big yellow Extra and thought, whose could that be other than Mat's. Well it was none other than Mat's. When I spoke to him I said, "We didn't see you at Warrnambool the previous weekend" and he replied "I went to Canberra instead to get this".

Well this is one hellova big aeroplane. It is a Composite ARF Extra 260, 40% scale and powered by a DLE 170cc Twin.

As you can imagine it flies like it is on rails – of course Mat has a fair bit to do with that.

I was surprised when Mat said he is the third owner of this 4 or 5 year old model, it looks brand new to me.



This shot shows just how big the Extra is. 40% scale by Composite ARF and powered by a DLE 170cc twin.



The Extra on short finals – very impressive to watch.

We also had a couple of visitors with models to test fly.

Luke had a SIG Astrohog powered by a Saito 80FS. He built the model from a SIG kit something we don't see much of these days now that ARF's are so entrenched on the modelling scene.

The Astrohog was set up on mode two so Max offered to do the test flight. After pre-flight checks and some adjustments to the flight controls on the transmitter it was time to fire up the Saito and commit to aviation.

Max gunned the Saito and the Astrohog tracked straight down the N/S runway heading south and gently lifted off. As it turned out it was one of Max's best and would have got at least 9's in a scale comp!!!

From what I remember Max flew it around for quite a while before bringing it in for a smooth landing. No doubt Luke was very relieved to see it safely back on the ground. There was a little scare though. Whilst coming in over the trees to the north several of us thought you're a bit low, but fortunately Max throttled up the Saito in time and it responded in kind.

Luke has an ARF trainer on the go so he intends keep the Astrohog until he masters flying himself. A wise decision!



Max at the controls and Luke watching on – nervously no doubt. The Saito 80FS had ample power for the Astrohog.



Max did a really nice takeoff with Luke's Astrohog on its maiden flight. (Sorry it's a little out of focus.)



Luke, a potential new member with his SIG Astrohog after a successful test flight by Max Rowan.

The members pitched in to help Kevin (another potential new member) get his Cessna trainer in the air. Mat did the test flight and assisted with flight

training.

It's a nice model and seems to fly very well. I've seen it takeoff and land a few times, albeit with Mat at the controls. It's also a pleasant change from Boomerangs not that there is anything wrong with Boomerangs but a bit of variety is welcome.



On the edge of the strip ready for its maiden flight with Mat at the controls. (This would be a moment of relaxation after flying the new Extra 260!!!)

For the record the model is a Value Series ARF Cessna. Wingspan is 62.5" and is powered by a Super Tigre 40 two stroke.

Noel had his latest scale project the De Havilland Fox Moth out for an engine run before the test flight which should be any time now. The OS120FS seemed to run reliably and no sign of vibration in the airframe.



With all this expert help Noel, what could possibly go wrong!!!



Stop Press. Noel Test flew the Fox Moth today (Sunday 18th March). Time was starting to run out for Noel to get everything ready for the trip to Spain for the World Scale Champs in August this year.

The weather was quite reasonable for normal flying but of course when it comes to a test flight we prefer perfect conditions but that's hard to come by particularly at the weekend. As it turned out the wind was 28km/h ESE (Ballarat Airport readings which should be much the same as our field) which is a good test for the model.



The moment of truth, 18th March 2012 11:05AM after a couple of years building and many late nights!!!



And we have lift off – and what a beautiful sight it was. I'm sure everyone was relieved to see the Fox Moth climbing out steadily under control – particularly the pilot.

After final pre-flight checks the OS120FS was started and ticking over perfectly, so the moment of truth had

definitely arrived. And Noel was pumped for the occasion!!! Murri Anstis was on hand for the heavy model certification so it was all about to happen.

As bystanders it is easy to sit back and take it lightly but a scratch model like this is the culmination of hundreds of hours of hard work and dedication. So there would be few who could really appreciate what was going through Noel's mind when he opened the throttle for the first time.

When Noel opened the throttle the Fox Moth gently headed into wind and after about 20m lifted off smoothly. It climbed out steadily to gain suitable height where it could be trimmed out and Noel could get a feel of how it handles. From a spectator point of view it looked fine and Noel said it only needed a click or two of trim. However the aileron control was a bit slow as some of us thought it might be given the travels were considered a bit light on. That is easily fixed though. The OS120FS appeared to be running perfectly and the engine sound was very realistic and appropriate for this type of model.



Noel bringing the Fox Moth in for a low pass over the field. Merv captured this shot and it really looks effective with the foothills of Mt Buninyong in the background.



Another one of Merv's pics. Doesn't it look so realistic?

Noel brought the Fox Moth through on a few low passes to get the feel of it and let the cameras snap away. After about 10mins it was time to try a landing. The Fox Moth was lined up into wind on a steady decent in readiness for a greaser but Noel slowed it up too much and it started to wallow. Some smart control inputs recovered a potentially dangerous situation to finally produce a

smooth landing. Noel wasn't happy with that so without cutting the motor took off again. This time he kept the airspeed up and wheeled it in like he does the Gypsy Moth.

Congratulations Noel – a job well done! We all wish you every success at the World Scale Champs in August.

Noel asked me to pass on his thanks to everyone for staying down and not running motors while he did the test flight. I'm sure that was no problem Noel.

Some basic specs on the model: Wingspan is 96", weighs in at or just over 8kg; engine is an OS120FS with onboard glo-system for starting and low speed reliability.



Field Maintenance

Max and Mat worked on the entrance track on Saturday 10th March primarily for our open day although the work was urgently needed in any case.

The track suffered immensely during the two wet winters where it was regularly under a few inches of water.

We laid some crushed rock during late winter/early spring last year to make it passable but the job was never finished off.



Almost highway status after Mat & Max's hard work a couple of weeks ago!!!

Max borrowed a dingo from Coates and spread out the topping that was scraped off the track before the crushed rock went down. This has filled the potholes that had developed so hopefully the track will see us out.

Many thanks to Max and Mat for their hard work and also to Coates Hire for donating the equipment hire. Max's relationship with Coates Hire has saved us a lot of money over the years and it needs to be recognized.

The runways have also been extended – basically reclaiming by mowing some of what was taken over by recent crops. At least it provides a bit extra run off for the larger models.



Tips & Tricks

I noticed these technical tips in some recent online advertising. They are not new ideas by any means but may be of interest to those modellers who are entering the hobby.

Cutting Covering

When you're assembling an ARF, there are areas where you have to cut away the covering material to expose the wood below for gluing. If you use a knife, you run the risk of scoring the wood below the covering material. This is not a good thing because you severely weaken the wood structure when it gets scored with a knife. The way to avoid this is to use a small soldering iron with a screwdriver tip. It will melt the material and not damage the wood at all. You can also use this method to trim away the covering at the stabilizer slots, aileron servo holes, and anywhere else you need to remove some covering.

Installing Bearings

To install a rear bearing into a crankcase, first evenly heat up the crankcase with a butane or propane torch. Then slide the bearing onto the crankshaft and install the crankshaft into the engine. Placing the bearing on the crankshaft first will align the bearing properly and it should slide right in.



Events

Warrnambool Fun Fly – March 3rd/4th

The weather forecast wasn't the best for the weekend but we (Roger and I, Glenn) decided to book our accommodation for the Saturday night knowing that our attendance would be appreciated. A lot of hard work and effort is put in by clubs to hold these types of events; they have no control over the weather and just have to make the best of what they get.

On arrival at the field around 11.00 am it was cold and the wind blowing was quite strongly. It didn't look too promising for any flying, the few people that were there were huddled in the swap tent and there were only a couple of models out in the pits. After a cup of coffee it was decided that we would unhitch the trailer, drive into

Warrnambool to have a look around and have some lunch.

We arrived back at the field about 1.30 pm; the conditions had improved slightly with a couple of models taking to the air. There was a lot of interest in the swap tent as Ken Mollison was showing one of the new Jet kits available now. This one was an ARF F4 complete with the best set of retracts that I have ever seen. No wonder ARF's are so popular now, you cannot build a model for anywhere near the price of them.

Roger braved the conditions and flew his CAP231 a couple of times. We were the only ones from Ballarat however we did meet up with Rick and Pam from the Ararat Club. We called it a day around 4.00pm and headed back to Warrnambool for a beer or two.



11AM Sunday morning – not a lot happening as you can see.

Sunday morning the weather was much better except for the wind, it was very strong and it couldn't have been in a worse direction, directly over the pits. Again not many pilots were game to give it a go.

One keen modeller had a large Mew Gull with I think a 50cc petrol motor set up for a test fly (the model had just been repaired). It took off okay but soon got into trouble. There was a problem with the motor and the Gull stalled on landing approach. On hitting the ground it went through a fence some distance away causing considerable damage to the wing. Not a good start to the day.



Vampire ARF jet kit – same manufacturer as the kit we were looking at in the swap tent. From Taiwan if my memory serves me correctly and top quality.

A couple of locals flew and Gavin Wallis from Hamilton put on a good show with his electric powered Pattern Ship The jet guys from Melton put one of their turbines up pleasing the few public that were there. I flew my Extra, Roger his Shoestring and CAP231. There were no other "incidents" on the Sunday; flying finished early due to the conditions and there was a presentation at 2.00pm.



This was the only jet that flew enthraling the few members of the public that turned up.



Ken Mollison's big yellow Extra powered by a DLE111. Flew once but suffers from chronic elevator flutter when full power applied. It appears elevator requires static balancing by adding mass to the balance horn.



We've never seen the pits this bare at the Warrnambool Fun Fly. Unfortunately the forecast of bad weather during the week kept the modellers away.



1:30PM Sunday – I gave the Shoestring a fly.

I think that anyone that actually flew got a trophy for their efforts!

We had a good weekend despite the weather and will be back next year all being well. They've been pretty lucky with the weather in the past so you just have to take it on the chin. We all know what it's like holding flying events – always held to ransom by the weather.



Coming Events

BRMFC Annual Display – Sunday March 25th

A lot of behind the scenes lead up work has been done. We have the VMAA public display permit but unfortunately we could not secure any spots to erect our advertising banners this year.

Pilot invitations have also been sent out and will be sent out again a few days before the event.

The event is hopefully being advertised on local media under their community events programs.

The raffle prizes have been organized and tickets are now on sale.

We are going to need as many pilots and helpers as we can muster. Please get your models ready for both flying and non-flying demonstrations. The pits need to be full of models of varying types.

Working Bee – Saturday 24th March 10AM

There will be a working bee at the field on the day before (Saturday March 24th) commencing around 10AM to get the field prepared.

The kitchen will need a good scrub out along with the shed. It would be an idea to bring a rake, broom, shovel, whipper snipper etc. Whatever you have got!

Rubbish bins may need emptying as well.

Max and Mat worked on the entry track a week or so ago making it now a pleasure to drive on.

VPA Model Engines Trophy – April 14th/15th

We are hosting the VPA (Victorian Pattern Association) Model Engines Trophy over the weekend of April 14th/15th. The club has hosted this event for many years now going back to our time at Bowes Road Ross Creek.

A number of helpers will be required on both days to assist with running the canteen. This will be discussed at the meeting on Wednesday night.

Our newer members might find it interesting to see this facet of our sport/hobby



Event Calendar

- Mar 2nd – 4th Fun Fly & Fly In – Warrnambool
- March 18th Monty Tyrell Scale Rally – P&DARCS
- March 18th Keilor Open Day – Keilor
- March 24th Working bee – Yendon**
- March 25th BRMFC Annual Open Day – Yendon**
- March 25th Twins & more – State Field
- Mar 31st/Apr 1st VMAA Trophy – State Field
- April 1st VFSAA Sportscale, ARF & Giant Scale – P&DARCS
- April 12th – 20th MAAA Nationals – Western Australia
- April 14th/15th F3A Pattern Aerobatics Ballarat – Yendon**

- April 27th – 29th WW2 & Military Scale Comp – Wagga Wagga
- May 5th Annual Display Day – Lilydale
- May 11th/12th Autumn Scale Rally – TCMAC Albury
- May 19th/20th MAAA Council Conference – Sydney
- May 27th OS Engines Day – P&DARCS
- June 9th/10th VFSAA Trophy – 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.

Sign in Dr's. Office



I'm sure that you have seen pharmaceutical advertising in doctor's offices on everything from tissues to note pads. This one should get First prize...

I e-mailed it to my Japanese doctor friend; he e-mailed back: "If light stay on more than 4 hour, call erectrician".

(This make me rough out roud)

Another Blonde Joke

A plane was on its way to Melbourne when a blonde in Economy Class got up, moved to the First Class section and sat down.

The Flight attendant watched her do this and asked to see her ticket.

She then told the blonde passenger that she will have to return to her Economy seat.

The blonde replied, "I'm blonde, I'm beautiful, I'm going to Melbourne and I'm staying right here!"

The flight attendant went into the cockpit and told the pilot and co-pilot that there was a blonde bimbo sitting in First Class who belonged in Economy who wouldn't move back to her seat.

The co-pilot went back to the blonde and tried to explain that, because she only paid for Economy, she was only entitled to an Economy seat and she would have to return to her original seat.

The blonde replied, "I'm blonde, I'm beautiful, I'm going to Melbourne and I'm staying right here!"

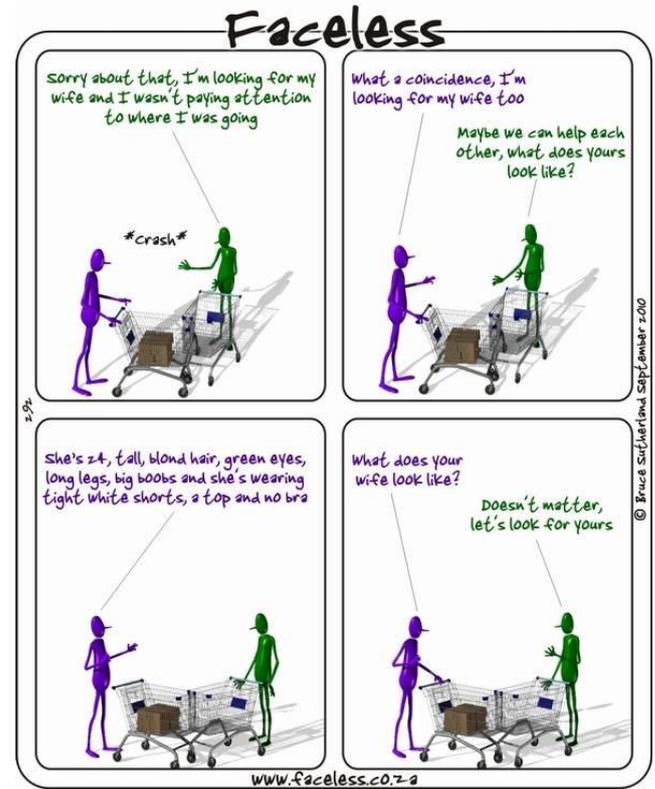
Exasperated, the co-pilot told the pilot that it was no use and he probably should have the police waiting when they land to arrest the blonde, because she wouldn't listen to reason.

"You say she's blonde? I'll handle this. I'm married to a blonde, so I can speak blonde!" said the pilot.

The pilot went back to the blonde, and whispered in her ear. She said, "Oh I'm sorry – I had no idea", then got up and moved back to her seat in Economy.

The flight attendant and co-pilot were amazed and asked him what he said to make her move without any fuss.

The pilot replied, 'I told her, First Class isn't going to Melbourne'.



Late Night Phone Call to the Vet

A dog lover, whose dog was a female and "in heat", agreed to look after her neighbour's male dog while the neighbours were on vacation.

She had a large house and believed that she could keep the two dogs apart. However, as she was drifting off to sleep she heard awful howling and moaning sounds, rushed downstairs and found the dogs locked together, in obvious pain and unable to disengage, as so frequently happens when dogs mate.

Unable to separate them, and perplexed as to what to do next, although it was late, she called the vet, who answered in a very grumpy voice.

Having explained the problem to him, the vet said, "Hang up the phone and place it down alongside the dogs. I will then call you back and the noise of the ringing will make the male lose his erection and he will be able to withdraw."

"Do you think that will work?" she asked.

"It just bloody well worked on me," he replied.

