



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.brmfc.org.au

Inc. No. A0001288M

NEWSLETTER – October, 2010

Committee 2010/2011

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The next meeting of BRMFC is to be held out at the flying field on **Wednesday October 27th 2010** 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. Debit Cards
4. Club History Compilation for Web Site
5. Roy Gladman Event
6. Bunnings Sausage Sizzle
7. VFSAA Round 24th October
8. Xmas Breakup and Raffle

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.

1. Wind Farm

No further developments since last meeting. Last update of WestWind website May 2010.

2. Field Maintenance

- a) Matt Werner noted that a tractor had pulled up a section the N-S runway and it needs pegging down;
- b) the access track will need some attention when the current flooding drains away;
- c) Max rowan is still procuring some HazChem signs; and
- d) the generator has been serviced.

3. Debit Cards

Held over until the Treasurer is available. Nick has advised that all the paperwork has been done and he will send it off to the bank.

4. Club History Compilation for Web Site

Murri Anstis will collect the old minutes (in journals). It was noted that the old records need to be stored

somewhere, and it was suggested that the club should purchase a filing cabinet. Graeme Allen offered to house the cabinet.

5. Roy Gladman Round 17th October – Aerobatics

(31st if need to hold over) The list of manoeuvres has been listed in the latest BRMFC Newsletter. Two judges will need to be nominated.

6. Bunnings Sausage Sizzle

Roger Carrigg has distributed a roster, and organised the raw materials.

7. Sale of Hugh McCormicks models and gear.

Glen White advised that Hugh's family would like the club to dispose of Hugh's models and gear on behalf of the family. Max Rowan is currently storing the gear in his shed.

It was agreed that a list of the gear will be emailed out to members and any offers will then be sent to the family to see if the offers are acceptable.



New Models seen at field

Dave Lacy had his new Citabria built from a Sig kit at the field on Sunday 3rd October. The model is powered by an early model OS40 two stroke using a homemade muffler inspired by years of control line flying.



Dave Lacy with the Citabria he built from a Sig kit. It's nice to see models that members have built themselves!



Graham Waterhouse was the test pilot and after some engine tuning the Citabria was taken out to the north/south runway for takeoff heading north. Graham gunned the OS40 and after a short run the Citabria lifted off a bit prematurely and with insufficient flying speed it was unstable laterally. Wings dropped right then left and right again but fortunately Graham was able to get control as the airspeed increased and then gained height where the model seemed to settle down. After a short flight the old OS40 through the towel in forcing a dead stick landing which was uneventful. The engine probably stopped because a weld on the muffler failed.

No doubt Dave will get it all sorted out shortly. It is a nice looking model and well built. P.S. Dave reported on Sunday 24th October that he has a revised muffler system fitted.

Richard Turner now has a new Extra 300. It was seen at the field on Sunday 10th October. The model replaces the PC9 that crashed a week or two ago (see crash report). He had it out to the field for the test flight during the week on one of those perfect days that always happen mid week.



Richard (Dick) Turner with his new Extra 300 powered by a Magnum 91FS. Photo was taken on Sunday 10th October.

Dick has been kind enough to provide us with some info on his new model.

"I purchased this plane not to indulge in aerobatics but to learn and develop my flying skills. I have moved to this plane earlier than expected with the loss of the PC-9.

It's a larger plane than I've had previously but I can see it more easily from a distance.

The Extra 300 came from somewhere in China (EBay), 1600mm wing and powered with a Magnum FS91.

This is my first 4 stroke motor and I am finding it quite different to the 2 stroke.

Changes to low end mixture screw and valve setting has been a real learning curve."

Peter Evans is the latest member to make a foray into electric powered models. This one is a little F86 Sabre with ducted fan. It's amazing how much noise it makes for such a small model – the motor must be revving at an incredible speed.



Peter Evans with his diminutive F86 electric ducted fan.

Peter provided us with this info on his new model.

Here is a link to the page I bought this model from:

http://www.hobbycity.com/hobbyking/store/uh_viewltem.asp?idProduct=12662

As you can see it is a cheap and cheerful 50mm ducted fan foam model of 645mm wing span that came with everything except receiver and transmitter. It required a little finessing outside of the reasonably good supplied instructions, and flew quite well once I got the hang of the hand launch. It doesn't fly for long on the supplied battery (approx. 1000mah) but as I'm new to electrics, I don't know how long to expect.

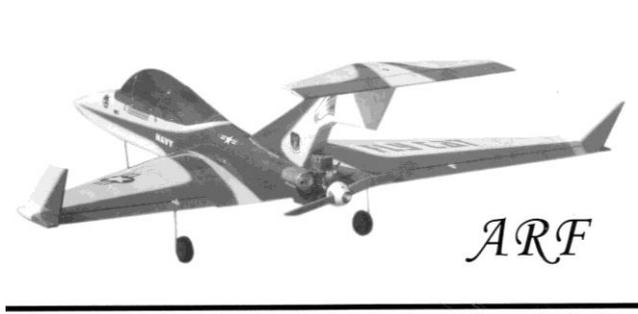
Jeff Dowsley (our beloved Secretary) is currently assembling a Flycat-46. The model looks fast standing still and no doubt it will be in the air. The most outstanding features of this model are the pusher prop, T tail and no rudder.

Jeff has cashiered Lenny Astbury to be the test pilot. We all had a close look at it on Sunday 10th October and remarked on how well built it appears. It has a long wheelbase however the balance on the main wheels seems just right for smooth take offs. If it won't rotate on the mains you finish up with full up elevator to lift the nose with the resulting steep initial climb and instability.



Model certainly looks the part sitting in the pits

FLYCAT-46



ARF

RADIO CONTROLLED 2C-46 ENGINE ALMOST READY-TO-FLY

Specifications

Wing Span	55in/1400mm
Wing Area	666sq in/43sq dm
Flying Weight	5.7 lb/2600g
Fuselage Length	57in/1455mm
Engine	46(2c)
Radio	5channels 5-7servos



Jeff Dowsley with his Flycat-46 in the shed for us all to have a look at. Model is certainly different which is refreshing.

Mat Werner has been telling us about his latest model for a while now. He brought it out to the field on Sunday 24th October for its test flight and heavy model certification.



Mat Werner and his new MX2 scale aerobatic model.

The model is an MX 2 by E G Aircraft. At 37% scale it has a 106" (2690mm) wingspan and weighs in at 12.5kg. Power is supplied by a DLE 111 (111cc) twin cylinder petrol engine with 65mm canister/tuned pipes turning a 28x10 laminated wooden prop.



Taxiing out for the test flight while doing a final check of controls. This is when you hope you've done everything correctly. It was the VFSAA day – Ian Lamont from the Greensborough club can be seen having another flight after the event concluded.

In the control department it has eight HS-7955 TG servos and a HS-4585 on the throttle. On board power is supplied by 2 x2600ma Li Fe battery packs going through a blue box power board. Radio is Hitec Aurora 9, 2.4GHz.

One look at the model tells you it's a quality kit and to Mat's credit he has done a professional job assembling it and selecting the right components for a model of this size. No doubt Murri would have felt very confident certifying this model.

In Mat's words – it flies like a dream.



The moment of truth – Mat opened the throttle and the MX2 was off in a few metres. You could tell it was born to fly by the way it behaved.

Well done Mat – looks great and obviously flies



Crash Report

Richard Turner lost his PC9 on Saturday 2nd October. He said it he got into difficulty while doing some aerobatics. Bad luck Richard – hopefully the new Extra will be a success. It certainly seems to be. See New Models...

Then on Sunday 3rd October, Rick Pimblott's shoulder wing electric model mysteriously nose dived while passing over the field going in vertically. Rick has had this model for quite some time and it's been a reliable performer. Let's hope Rick can pinpoint what went wrong. On inspecting the wreckage, there was nothing to indicate that the elevator pushrod disconnected in flight so fault must have been electronic.



Odd Spot

Have you ever Googled brmfc? Other than our club it finds Blue Ridge Mountain Fitness Club and Black Rainbow Marauders Fan Club. Just a bit of useless information I thought I'd share with you!!!



Tips & Tricks

Here's another reason for not standing in line with a spinning propeller.

After landing my Super Stearman following a trim flight in preparation for the VFSAA event at our field last Sunday, I decided to check the tune of the OS200FS. The model was taxied back to a position a short distance from the pits. I stood behind the model to restrain it, revved the motor and adjusted the tune slightly. While it was on full throttle or just when I cut the throttle there was a noise like something got caught in the prop. I thought that's strange, there was no grass and then



thought it might have been a piece of the plastic dummy motor. After stopping the engine I noticed the spinner had moved on the prop in the direction of rotation and broken away two sections of the spinner cone. The model was taken back to the pits where the cone removed to make sure prop was tight which it was.

Mat Werner later found a piece in the pits some 30m away. There was also a minor shrapnel wound on the leading edge of the top left wing.

Further inspection of the spinner cone where it broke reveals it is cast then machined. For that reason I'd recommend spun or fully machined spinner cones.

On the next one (fortunately I have a spare) four locating pins will be pressed in the back plate to prevent the cone from slipping on the back plate.



Events

Sausage Sizzle – Bunnings September 25th



It might have been AFL Grand Final day (take

1), but it was also the day we were given to run the sausage sizzle at Bunnings Creswick Road. Plenty of helpers were required and to

facilitate this, a duty roster was put together by consultation with you the members. Being AFL Grand Final day we were not expecting to be as busy as the previous one we had on Boxing Day last year particularly in the afternoon.

As it turned out our expectations were correct and business declined sharply from 1-1:30PM onwards but it was busy in the morning and over midday.

On Boxing Day we sold 900 and given that we didn't expect to be so busy this time only 750 were purchased.

The morning crew arrived on time and helped to set up the BBQ and gazebo. We noted that it wasn't cleaned all

that well by the previous group and made that known to the Bunnings representative who we liaised with on the day.

We got the BBQ fired up and had snags ready for sale by around 8:45AM. In fact people were ready to buy before we were ready, which was encouraging.



Richard is attending to one of our early customers.

Sales were brisk throughout the morning and over lunch time and kept the crews busy all the time. There's always something to do, cutting up onions, laying out bread on napkins, serving customers, taking money, cooking the sausages/onions, taking temperature measurements and making sure we have enough supplies to last until the end, etc etc.



The queue was fairly long at times keeping everyone really busy.



Looks like we had the odd quiet moment!!!

Unfortunately I did have too many members scheduled for each of the three rostered periods. This was done to make sure we weren't shorthanded. Next time I'll have the right number rostered on together with a firm commitment from those members that they will turn up. Four people are needed in the Gazebo at all times to look after the following functions: a) cook, b) serve up, c) take money and d) cut onions/lay bread on napkins. Five people all up are all that's needed, of course if members who aren't rostered on wish to come they are most welcome – it becomes a club event.

Overall it was another very successful fund raiser and club event. A financial report will be presented at the next meeting.

The day after the event while out at the flying field, I had a ring from the Bunnings representative asking how our day went which was a thoughtful follow up.

Shortly we'll submit another application to Bunnings to run another event.



It was Grand Final Day and some of the Bunnings staff were avid supporters and got into the spirit of the occasion. Looks like we have a Saints supporter here!



A couple of happy little vegemites! Noel's got the cooking under control and Peter Evans is in charge of dishing up.



Mat looks much happier cutting up onions than doing 3D aerobatics!!! At least if you make a mistake the worst you can do is cut off a finger – better than crashing hey Mat.

VFSAA Event Sunday 24th October

BRMFC hosted a round of the VFSAA (Victorian Flying Scale Aircraft Association) on Sunday 24th October. Four of our club members entered namely Glenn White, Mat Werner, Noel Findlay and Roger Carrigg.

Matt Porter organized the canteen supplies while Richard Turner, John McLennan and Nick Katsikaros kept it running throughout the day. Many thanks guys for your help and assistance.



It's a pity that there weren't a few more models entered to make the day more worthwhile – anyway those who attended enjoyed themselves.

It was disappointing that there wasn't a larger turn up of VFSAA members on what turned out to be a successful day. It was a bit chilly at the start and naturally we got the usual whinges from some of the Melbournites, but the weather turned out quite good with a light to moderate SSE wind most of the day which was basically the forecast.



The way they're all looking so intently you'd reckon it was a strip show or something!!!

It is good to report that there were no incidents during the day and we managed to fly three rounds of scale and ARF.

I didn't have time to type out the results so the photo of the scores will have to suffice.

ARF					
PILOT	MODEL	FLT 1	FLT 2	FLT 3	TOTAL
NOEL WHITEHEAD	REV4	2167.5	2182.5	2238	2210.5 ②
JOHN LAMONT	YAK 54	1929	2053.5	1980	2040.75
ROGER CARRIGG	STEARMAN	2173.5	2121	2257.5	2215.5 ①
IAN LAMONT	EXTRA 300	2223	2094	2136	2149.5 ③
MATHEW WEBNER	YAK 54	2154	2127	2169	2164
GLEN WHITE	EXTRA 300	2095.5	2110.5	1902	2103
SCALE					
ROGER CARRIGG	P39	2191.5	2113.5	2164.5	2178 ②
GARY SUNDERLAND	ALBATROS D3	1764	2020.5	1948.5	1984.5 ③
NOEL FINDLAY	GYPSY MOTH	2262	2262	2283	2273 ①

As you can see Noel Findlay won scale with his ever faithful Gypsy Moth and I (Roger) came first in ARF with my Super Stearman (minus the spinner cone).

Gary Sunderlands ARF Spitfire caught our eye while upside down ready for disassembly. Gary has fitted a glider style wheel to protect the air scoop. It would appear Gary doesn't have a lot of confidence with the undercarriage coming down or staying down on landing.



Coming Events

Roy Gladman Aerobatics Club comp

As decided at recent meetings we are once again holding a round of simple aerobatics as part of the Roy Gladman competition. We had it scheduled for Sunday 17th October with the **31st October** as a backup date in case the weather was unsuitable on the 17th. Well the 17th turned out to be unsuitable so it's rescheduled for this Sunday. We'll have a club BBQ on the day as well.

The list of manoeuvres was described in full in the September 2010 newsletter.

Ararat Fun Fly 7th November

The Ararat club is holding their annual Fun Fly on Sunday 7th November. A number of our members attended last year and had an enjoyable day.

Hamilton Fun Fly & Swap Meet 27th/28th Nov.

This is an event that our club traditionally supports. The Hamilton club would have one of the largest flying fields around – a bit different to ours particularly when we are surrounded by a wheat or worse still a canola crop.

They also run a swap tent where you can rid yourself of those unwanted treasures or purchase someone else's junk.



Event Calendar

October 10 th	State Champs ARF & Large Scale – P&DARCS
October 17 th	Roy Gladman Aerobatics Club comp – BRMFC, Yendon.
October 24th	VFSAA Sport Scale – Yendon.
October 31 st	Roy Gladman Aerobatics Club comp – BRMFC, Yendon. (Backup date)
Nov 7 th	Fun Fly – Ararat.
Nov 27 th -28 th	Fun Fly & Swap Meet – Hamilton.
Dec – Jan 2011	64 th MAAA Nationals – Dalby, QLD.

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

Time for some Frivolity!!!

Note: If easily offended please skip this item. It contains adult themes, but no crude language or nudity.

5 Minute Management Course

Lesson 1

A priest offered a Nun a lift. She got in and crossed her legs, forcing her gown to reveal a leg.

The priest nearly had an accident.

After controlling the car, he stealthily slid his hand up her leg. The nun said, 'Father, remember Psalm 129?'

The priest removed his hand. But, changing gears, he let his hand slide up her leg again. The nun once again said, 'Father, remember Psalm 129?'

The priest apologized 'Sorry sister but the flesh is weak.'

Arriving at the convent, the nun sighed heavily and went on her way.

On his arrival at the church, the priest rushed to look up Psalm 129. It said, 'Go forth and seek, further up, you will find glory.'

Moral of the story:

If you are not well informed in your job, you might miss a great opportunity.

Lesson 2

A sales rep, an administration clerk, and the manager are walking to lunch when they find an antique oil lamp.

They rub it and a Genie comes out. The Genie says, 'I'll give each of you just one wish.'

'Me first! Me first!' says the admin clerk. 'I want to be in the Bahamas, driving a speedboat, without a care in the world.' Poof! She's gone.

'Me next! Me next!' says the sales rep. 'I want to be in Hawaii, relaxing on the beach with my personal masseuse, an endless supply of Pina Colodas, and the love of my life.' Poof! He's gone.

'OK, you're up,' the Genie says to the manager. The manager says, 'I want those two back in the office after lunch.'

Moral of the story:

Always let your boss have the first say.

Lesson 3

An eagle was sitting on a tree resting, doing nothing.

A small rabbit saw the eagle and asked him, 'Can I also sit like you and do nothing?' The eagle answered: 'Sure, why not.'

So, the rabbit sat on the ground below the eagle and rested. All of a sudden, a fox appeared, jumped on the rabbit and ate it.

Moral of the story:

To be sitting and doing nothing, you must be sitting very, very high up.

Lesson 4

A turkey was chatting with a bull. 'I would love to be able to get to the top of that tree' sighed the turkey, 'but I haven't got the energy.'

'Well, why don't you nibble on some of my droppings?' replied the bull. 'It's full of nutrients.'

The turkey pecked at a lump of dung, and found it actually gave him enough strength to reach the lowest branch of the tree.

The next day, after eating some more dung, he reached the second branch.

Finally after a fourth night, the turkey was proudly perched at the top of the tree.

He was promptly spotted by a farmer, who shot him out of the tree.

Moral of the story:

Bull Sh#t might get you to the top, but it won't keep you there...

Lesson 5

A little bird was flying south for the winter. It was so cold the bird froze and fell to the ground into a large field.

While he was lying there, a cow came by and dropped some dung on him.

As the frozen bird lay there in the pile of cow dung, he began to realize how warm he was.

The dung was actually thawing him out!

He lay there all warm and happy, and soon began to sing for joy. A passing cat heard the bird singing and came to investigate.

Following the sound, the cat discovered the bird under the pile of cow dung, and promptly dug him out and ate him.

Moral of the story:

- a) Not everyone who sh#ts on you is your enemy.***
- b) Not everyone who gets you out of sh#t is your friend.***
- c) And when you're in deep sh#t, it's best to keep your mouth shut!***



Nick Katsikaros came across this photo and story while browsing the net and thought it might be an aviation general interest story for the newsletter.



XM135 is Duxford's preserved English Electric Lightning F.1

XM135 is famous for being the aircraft in which an engineering officer had an extremely scary experience when some ground running tests went badly wrong... on 22nd July 1966, the aircraft was with 33 MU at RAF Lyneham being worked on to fix a persistent electrical fault that only showed up when the aircraft was accelerating. Wing Commander Walter "Taff" Holden was undertaking taxiing tests to see if he could replicate the problem. The canopy was off, ground locks were in on the undercarriage and the ejector seat safety pins were in. Initial slow(ish!) speed taxi runs on Lyneham's 'lazy' runway did not show up the fault, so Taff tried a further run but inadvertently advanced the throttles too far into the reheat position; now a Lightning doesn't give you much time to think in reheat, and before Taff could figure out that the throttles hadn't jammed but were just through the reheat gate, disaster loomed in the shape of a fuel bowser crossing the runway in front of him. Just missing this, he was soon about to cross the main duty runway - as a Comet on its take off run shot past! Having avoided disaster twice by pure luck, the end of the short lazy runway was coming up fast and he had no choice but to lift off, having had no luck trying to get the throttles back to idle - and having run out of time to do anything about it.

Luckily Taff had some limited hours on lighter prop-driven trainer aircraft - Tiger Moths, Chipmunks and Harvards - and this experience enabled him to calmly explore the aircraft's handling and make some attempts at landing. His first two attempts to line up on the runway didn't go well but on his third attempt he got it right - and only made the error of landing in the attitude a tail wheel aircraft would, with the result that he scraped the tail and in the process cut the brake chute's cable. When he deployed the chute, then, it simply dropped off immediately and he had to rely on the wheel brakes alone to stop him before the runway end. This they did... with 100 yards to spare. Unsurprisingly some years after the event, Taff suffered some post-traumatic stress problems but recovered fully with some help. It is a remarkable story and to have the aircraft still in existence over 40 years later is a bit of a bonus.

For Sale

Spacewalker 1/3 scale by Sig. New in box



Wingspan 104 inches

Length 72 inches

Weight Approx 20 lbs

\$350 ONO.

Please contact Glenn White on 0412 641 188 or gwhite@vic.chariot.net.au