



## NEWSLETTER – February, 2016

### Committee 2015/2016

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Note the meeting location.

The next general meeting is to be held at the **Eastwood Street Leisure Centre in the Canteen**, on **Wednesday February 24<sup>th</sup>** commencing at **7.30PM**. **Don't forget to bring a plate for supper – preferably with something on it!!!**

### Agenda Items for the next meeting

1. DFP Update
2. Strategic Plan Development
3. Field Maintenance
4. Asset Register
5. Burrumbeet Airstrip

### 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.*

#### 7. Reports

##### I) Management Committee Report

Issue arising from excessive use of facilities by associate members. Reiterate that Associates are to use the BRMFC facilities only when a full BRMFC member is present, and that if excessive use of BRMFC facilities is judged to have occurred, the Associate member will be requested to join the BRMFC as a full member.

#### 8. General Business

##### I) Future of Dynamic Flight Park

Rohan Holtkamp has advised that the partners have received a serious offer and in the discussions between the vendors and purchaser, the requirement for BRMFC to vacate has been raised.

The Bacchus Marsh state field development is underway, with approvals are being sought.

Burrumbeet can only be used for small models, and the facility is fairly primitive.

Peter Weston is aware of a property – Ascot/Creswick Road – may be worth a call, as it is clear of housing. Also, a

number of people are flying off the Ballan Racecourse, and the Committee are keen on developing the racecourse.

##### II) Strategic Plan Development

Peter Hexter has prepared a survey to determine member's needs, which will be circulated for members to respond.

##### III) Field Maintenance

a) Nil.

##### IV) Asset Register

John Coughlan has it as a work in progress.

##### V) Burrumbeet

Requires mowing. Murray Anstis recommends a slight realignment of the strip.

##### VI) 2016 Display Day

The Committee of Management agreed that with the uncertainty over DFP that the 2016 Display Day should be cancelled.

#### 9. Other Business

##### I) BRMFC Xmas Function

The Zagame's Golden Point Hotel Xmas function held Friday 11<sup>th</sup> December was enjoyed by all attendees.



## From the President's desk (18<sup>th</sup> Feb)

Hello All Club Members

I am writing to you on behalf of our Management Committee to give you a further update to the information we shared with you in our January newsletter regarding our flying field.

We have learnt over the last week and a bit that the field has now been sold and the purchasing party is the Trawalla Estate which adjoins Dynamic Park Flight where we fly from.

At this point, we are not aware of the time frame for the final closure of the sale with the exception of the fact that we are assured the deal will go through.

Previous discussions with Rohan from Dynamic Park Flight have suggested that we will be asked at some point in time to vacate as he has been (I understand Rohan is already in the process of winding up flying operations), but hopefully that may take a lot of time before they get around to asking us to leave.

Whilst packing up again and leaving will be a challenge for us, we do have a location to store our containers and our site kitchen if and when the time comes to remove it.

I'm sure as each one of you reads these words, right about now you're feeling a little low in thinking about the fact that we won't have anywhere to fly.

We must remember that we still have the Burrumbeet field and whilst we will need to do some reasonable work on it, we will still be able to fly some smaller models from this site and that means we can still operate as a club until we find a new home, **and we will find one.**

We continue to have several irons in the fire with Murri still investigating some opportunities and I have had a meeting with the Ballarat City Council regarding the proposed sporting complex they are going to put together which would enable us to be part of it when it comes to fruition.

I have volunteered to be part of the working subcommittee on the council once the sporting complex process begins and if I am not available due to work commitments at the time of any meetings, then Roger Carrigg will fill in for me where required.

This will be a golden opportunity for us to be in on the ground floor as the council have given the understanding that the complex will be large enough to cater for a myriad of activities and in particular, the flying area we would need.

In the meantime and whilst we look at the opportunities that I have spoken about above, we must ensure that we keep looking for any other possibilities that might be around so we can get the very best outcome, wouldn't it be nice if we had a choice of where we went.

As we learn more about "both our fate and our opportunities", we will put out updates to ensure everyone knows what is going on and has the latest information.

As I said previously, **we will** find somewhere, all we have to do is keep looking and kept working on it and stay positive about the fact.

In the meantime, its business as usual so keep flying, keep safe, and make sure we obey the rules for what we are allowed to fly, and when we are allowed to fly it.

Graeme Allen.



## Club Merchandise

We have just bought a new batch of Klotz oil and nitromethane for making glow fuel. Unfortunately the prices have gone up considerably (most likely due to the low exchange rate). Methanol remains unchanged.

The new member prices are listed below and on the webpage at <http://www.brmfc.org.au/ClubMerch.aspx>

- Methanol: \$2/L (Bring your own graduated container)
- Nitro Methane: \$15/1 L bottle
- Synthetic Oil: \$18/1 L bottle  
\$60/4 L bottle

**Nick Katsikaros**, Treasurer BRMFC

Email: [treasurer@brmfc.org.au](mailto:treasurer@brmfc.org.au)



## End of the road for Albury Motel

The Australia Park Motel in Albury that several of our members and VFSAA members regularly stay at when attending comps in Albury is about to be transformed into nineteen residential apartments. See the article on The Border Mail's web site.

<http://www.bordermail.com.au/story/3720889/end-of-road-for-albury-motel/?cs=11>



*A familiar motel for many BRMFC & VFSAA members while attending scale comps and Nationals in Albury. Planned to make way for residential apartments.*

We'll have to look for somewhere else to stay now!!!



### Aviation Trivia

*Why do Boeing planes start and end with the number 7?*

**THERE'S the classic 747, the smaller 737 and more recently, the fancy 787 Dreamliner. And don't forget the 757, 767 and 777.**

So have you ever wondered just what's with all the numbers 7s when it comes to Boeing aircraft models? Is there a method to the numbering "madness"?

Well, it turns out, yes. And according to Boeing, this is actually [one of the most common questions](#) they're asked to this day.

Despite what you may have suspected, it's not because they had an affinity for the lucky number 7. Another common myth is that they drew the name from the angle of the aircraft's wing, [RoadWarriorVoice.com](#) reports.

But the truth actually lies in what could have been one of the greatest marketing suggestions of all time.

Boeing didn't always use the 7-7 numbers — in fact its earlier aircraft had names like Model 40, Model 80, Model 247 etc. Not exactly as catchy.

After World War II, the company was restructured and each department was given a three-digit number. That's when things got interesting.

Boeing historian Michael Lombard says: "To support this diversification strategy, the engineering department divided the model numbers into blocks of 100 for each of the new product areas: 300s and 400s continued to represent aircraft, 500s would be used on turbine engines, 600s for rockets and missiles and 700s were set aside for jet transport aircraft."

Realizing the name Model 700 didn't exactly roll off the tongue, Boeing's marketing department suggested the name 707 instead. And the pattern began — 727, 737 etc. It continues to this day, with the latest Boeing 787 Dreamliner models.

So there you have it, but what will they do after the 797 if there is one? Ed.

You can read the original article on news.com.au at: [http://www.news.com.au/travel/travel-advice/flights/why-do-boeing-planes-start-and-end-with-the-number-7/news-story/6bb5bbb847e1c6021f5de8287ab3a830?from=public\\_js](http://www.news.com.au/travel/travel-advice/flights/why-do-boeing-planes-start-and-end-with-the-number-7/news-story/6bb5bbb847e1c6021f5de8287ab3a830?from=public_js)



### Goin's on at the field

Wayne had his Top Flyte Beechcraft Bonanza at the field on Sunday Feb 7<sup>th</sup> for a flight after replacing the Saito 150 with an OS155 Alpha. Reliable running with the Saito could not be guaranteed, maybe it was something to do with the fuel tank position. The pumped OS155 certainly overcame the dependability issue. Wayne has had the model hanging up since it was last flown at Yendon back in 2008.



*File photo taken on 1<sup>st</sup> June 2008 – Wayne's Beechcraft Bonanza on the left with the Saito 150 four stroke.*



*Wayne starting the recently fitted OS155 Alpha in his Top Flyte Beechcraft Bonanza.*



*Taxiing out for take-off. Hey Wayne, the plane is going the other way!!!*

There was a light breeze from the south so take-off was to the south on the main runway. With a bit of flap extended the Bonanza tracked straight and lifted toward the end of the strip climbing out gently. At first it seemed as though it was a little under powered but after a circuit or two it seemed fine and flew around on about 2/3 power with the wheels up. Absolutely looks great in the air.

I (Roger) had a 'steer' of it and it was easy to control and didn't seem to have any vices even with the flaps down on about half throttle. The trick with any of these sorts of models is not to bank them too steeply particularly at low altitude. After a few circuits I handed back to Wayne and he did a few more then it was time to land.

Wayne's approach was probably a bit high even though the flaps were down, as you can see in the photo below. This meant touch down which was smooth was toward the south end. The Bonanza rolled on a bit but then lifted a couple of feet no doubt helped by up elevator still being applied and came down on the nose wheel. There could also be some undulations toward the end of the strip which contributed as well. Fortunately it only snapped the 3/16" rod at the top of the leg and didn't damage the structure.



Whilst the photo doesn't show it, the landing was quite good. The Bonanza lifted after rolling on some distance after touch down and came down on the nose wheel snapping the attachment shaft at the top of the leg.

The Cessna Birddog VH-LQX was parked at the field when we arrived on Sunday morning February 21<sup>st</sup>. After doing his pre-flight checks the pilot took off about 10:30AM no doubt heading back to Essendon Airport. The pilot owns a block of land near the field so the Birddog is a regular visitor.



Take off path commenced adjacent to the Dynamic Flight shed and headed east basically parallel to the freeway. The Birddog is a regular visitor to the field. As you can see he has a fair bit of flap extended, I guess so he can get off

where he knows the field is smooth and at a lower ground speed.



The Birddog climbing out heading in an ESE direction.

Like Wayne, Glenn is getting his old retired models back in the air again. We had the Miles Hawk a few weeks ago, now the Beagle Pup100. However there were some technical issues along the way as the photos suggest.



Checking the fuel system to see why the Magnum 91FS would not keep running.



The Magnum 91FS was removed to see if the OS 95FS would fit but the larger carburettor fowled the back of the engine mount.

The Magnum 91 FS had not been run for a long time and didn't want to keep running. Wayne suggested he fit the OS 95FS that was in the flight box, but after removing the Magnum it would not fit having a larger carburettor assembly although the mounting holes are the same. After

all that, Glenn suggested that Wayne go and fly his own \$%#@% models!!!

The Magnum was refitted and we managed to tune it and get it running okay, as they do. The mid-range adjustment screw was loose simply because the o-ring does not have sufficient interference to stop it turning. I have experienced the same issue on a couple of ASP/Magnums, but from memory the newer one in my Shoestring doesn't do that so maybe the fault has been rectified in later production.



Max helping Glenn start the Magnum 91FS in Glenn's Beagle Pup100.

After adjusting the throttle end point the Magnum 91FS seemed to be running reliably with smooth idle and rapid pickup on opening the throttle. Glenn then fitted the cowl so it could be flown.

The Beagle was refuelled and started but this time we didn't seem to have such a reliable idle with it cutting several times as the model was taken out to the strip. I wondered if the mid-range adjustment screw had moved like they are prone to do on this engine.



Glenn taxiing the Beagle Pup100 out to the runway.

Not to be deterred Glenn kept the revs up while taking it out to the strip. The Beagle was pointed into wind and off it went lifting off fairly abruptly as the photo shows. Glenn managed to keep it under control while wrestling with the trims. After a few circuits it seemed to be under control and fortunately the engine was behaving itself.

After a few more circuits it was time to try a landing. The approach looked normal but the idle was way too high to land so a go around was required and throttle trim lowered somewhat. The second attempt was much better and the Beagle touched down fairly smoothly with a couple of bounces, but it was safely back on terra firma, the first time for many years.



Lift off looks a little "out of control" but Glenn managed to get it all together and finally trimmed it out.



First photo in my collection of the Beagle Pup100. Taken at Bowes Road Ross Creek on 6<sup>th</sup> May 2001. It was Glenn's pride & joy back then. My old Cessna 182 is behind it.



This photo with the Beagle in it seems to be the most recent I have before the current lot. It was taken on 2<sup>nd</sup> May 2005 at Yendon during a VFSA comp. Note Glenn's JU52 in the foreground – that was another story!!!

After fitting smaller electric motors to increase the flight time, Wayne brought his Top Flyte DC3 out for another flight session on Sunday February 21<sup>st</sup>. I think he said he has fitted 32 size motors to replace the 46 size ones it originally flew with. Wayne asked Mat to fly it the first time but then flew it himself on the second flight.

All went okay and it appears to fly extremely well. Once again with models that have a fairly high wing loading the angle of bank needs to be watched carefully and not allowed to get too steep with the power off. Mat did a stall

test with it at altitude and it consistently dropped the right wing and went into a dive.



The DC3 about to start the take-off roll.



The DC3 looks great in the air and takes off very realistically. With wheels up it really looks the part.



And the landing approach which resulted in a near perfect landing. I think this photo was with Mat at the controls but Wayne's landing on the next flight was almost as good.

Wayne did an excellent job building the DC3 from the Top Flyte kit and managed a very professional paint finish using two pack paint. He says he would look for alternatives in future as it is both expensive and tricky to use. At the moment he is experimenting with water based paints and clear top coat.



Flight number two with Wayne at the controls.

Young Cato Werner is coming along in leaps and bounds with his flying. I'm told he is competing in IMAC events with his father Mat. On Sunday February 21<sup>st</sup> he was flying a model like the one below under the watchful eye of Dad and putting it through one of the IMAC schedules. Well done Cato.



Max has been putting in a fair bit of flying with the Me 262 electric ducted fan foam model that he bought down at Hamilton late last year. The model seems to perform well and has quite reasonable ground handling from what I have seen. It was flying last Sunday, although the photo below is from late last year.



### Crash Report

Glenn must have had a senior moment!!! He was flying his old Great Planes Extra 300s a couple of weeks ago and while doing a horizontal figure eight at fairly low altitude he put in opposite control at the wrong time. I never saw it crash, just heard the thud and could not believe what had happened. Glenn was walking back to the pits to put his transmitter down and said "it's my fault I put in the wrong

control” or words to that effect. We all know how easy that is to do!!!



Sunday February 7<sup>th</sup> the day Glenn’s old Extra 300s came to an abrupt end. There wasn’t much left of the airframe but fortunately the DLE55 engine seemed unscathed apart from the rear exhaust muffler which got sandwiched against the firewall.



File photo taken on 28<sup>th</sup> October 2007 of Glenn’s Extra 300s at Yendon. At this point in time it was owned by Mike Faulkner and was fitted with an OS200FS. Glenn bought it sometime after this and fitted petrol motors.

The model has had a history of incidents over its lifetime and has appeared in the newsletter on several occasions. On the plus side Glenn did have some success in several rounds of VFSAA scale competitions.



### Tips & Tricks

Nick has advised that the following 8 channel multi system compatible receiver is available and can be sourced from these web sites. The web site feedback all seems to be positive.



<http://www.aircraft-world.com/en/p1114180-frs-delta8>

[http://www.hobbyking.com/hobbyking/store/\\_42310\\_FrSky\\_Delta\\_8\\_2\\_4Ghz\\_8CH\\_Multi\\_Brand\\_Receiver\\_D8\\_V8\\_Futaba\\_S\\_FHSS\\_FHSS\\_Hitec\\_AFHSS\\_Compatible.html](http://www.hobbyking.com/hobbyking/store/_42310_FrSky_Delta_8_2_4Ghz_8CH_Multi_Brand_Receiver_D8_V8_Futaba_S_FHSS_FHSS_Hitec_AFHSS_Compatible.html)

**Disclaimer:** the club does not endorse this product or any other so it is up to the user to be satisfied it meets their requirements.



### For Sale

We have a regular visitor at the field by the name of Nick who is a resident of Beaufort. He intended to take up modelling but doubts he would be able to learn to fly, he said he just likes to come out and watch the models. Nick bought a Seagull Cessna 152 and all the necessary accessories to assemble it and now has decided to sell.

He had it at the field last Sunday and it looks a very tidy model and it appears he has done a good job of assembly. (Nick builds model boats so those skills would have helped enormously.) The model is fitted with a 90 sized two stroke. I’m sure he said OS so I guess a 95AX. It also has a Pitt’s style muffler and Hitec HS-425BB servos throughout, 4 in the wing and no doubt 3 in fuselage.



Specifications:	
Wing span	79.9in (203cm).
Wing area	911.4sq.in (58.8sq dm).
Weight	9.9lbs (4.5kg).
Length	57.5in (146.0cm).
Engine	0.75-0.91cu.in -2-stroke. 0.91-1.25cu.in -4-stroke.
Radio	5 channels with 8 servos.
Electric conversion	optional

If anyone is interested contact me and I will let Nick know the next time he is at the field. (In the meantime if anyone sees Nick ask him for his contact details.)



### Coming Events



#### March 5<sup>th</sup>/6<sup>th</sup> Warrnambool Annual Fun Fly

Don't forget the Warrnambool Annual Fly-in is being held over the weekend of March 5<sup>th</sup>/6<sup>th</sup>. Several BRMFC members are going and staying the Saturday night.



**VMAA State Field Eastern Bairnsdale**



[www.badmac.org.au](http://www.badmac.org.au)

**Any fixed wing scale model is eligible, we are looking forward to seeing modified ARFs and mammoth scale aircraft to name but two.**

It's different, it's called ACTIO(n). Running over three segments, you choose between scale, free flying, flying for realism and importantly, free flying. Better still, participate in all three for a single entry fee.



### Event Calendar

- Feb 7<sup>th</sup> (Sun) Nepean Sports Aero's Training Day – NMAA, Rosebud
- Feb 13<sup>th</sup>/14<sup>th</sup> VPA TATES RC World Trophy – GMAA, Geelong
- Feb 14<sup>th</sup> (Sun) VFSAA Scale Competition – NFG, State field Darraweit Guim
- Feb 21<sup>st</sup> (Sun) ME Multiplex Day Fun Fly – P&DARCS
- Feb 28<sup>th</sup> (Sun) Leura Fun Fly – CMAC, Camperdown Racecourse
- Feb 28<sup>th</sup> (Sun) Monty Tyrell – P&DARCS
- Mar 5<sup>th</sup>/6<sup>th</sup> Warrnambool Annual Fun Fly – WMAC
- Mar 6<sup>th</sup> (Sun) VFSAA Scale Competition – BMMAA, Bacchus Marsh (Brought forward one week due to a clash with the Tyabb Air show on March 13<sup>th</sup>)
- Mar 12<sup>th</sup>-14<sup>th</sup> VPA Australian Masters – P&DARCS
- Mar 12<sup>th</sup>-14<sup>th</sup> ACTIO(n) Scale Rally – State Field Bairnsdale
- Mar 20<sup>th</sup> (Sun) VPA Competition – NMAA, Nepean
- Mar 20<sup>th</sup> (Sun) Display Day 2016 – LDMFA, Lilydale
- Mar 25<sup>th</sup>-28<sup>th</sup> Easter Weekend
- Mar 26<sup>th</sup> (Sat) VFSAA Scale Competition – GMAA, Geelong
- Apr 3<sup>rd</sup> (Sun) Annual Twins & More – NFG, State field Darraweit Guim
- April 3<sup>rd</sup> (Sun) Pylon Racing on the Mornington Peninsula – Westernport Model Aircraft Club
- April 10<sup>th</sup> (Sun) VFSAA Scale Competition – BRMFC Trawalla
- April 17<sup>th</sup> (Sun) Model Engines Fun Fly – NFG, Darraweit Guim
- April 24<sup>th</sup>/25<sup>th</sup> ANZAC Weekend Warbird Fly-in – Hamilton
- Apr 30<sup>th</sup> – May 1<sup>st</sup> 2016 Mildura Fun Fly Mildura – Sunraysia Aero Modellers
- May 14<sup>th</sup>/15<sup>th</sup> Annual Autumn Scale Rally Albury – TCMAC
- May 21<sup>st</sup>/22<sup>nd</sup> Wimmera Fun Fly Horsham – WMAA Field - Burnt Creek Drive. 40th Anniversary

You can also lookup the [VMAA calendar](#) for all events in Victoria.

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.

**A** thoughtful Scottish husband was putting his hat and coat on to make his way down to the local pub. He turned to his wee wife before leaving and said, "Maggie - put your hat and coat on, lassie."

'She replied, 'Awe Jock that's nice. Are you taking me tae the pub with you?'"

'Nay,' Jock replied. "I'm turning the heater off while I'm out.'

**A** married couple in their early 60s were celebrating their 40th wedding anniversary in a quiet and romantic little restaurant.



Suddenly a tiny yet beautiful fairy appeared on their table. She said, "for being such an exemplary married couple and for being loving to each other for all this time, I grant you each a wish".

The wife answered, Oh, I want to travel around the world with my darling husband". The fairy waved her magic wand and poof! – two tickets for the Queen Mary 11 appeared in her hands.

The husband thought for a moment: "well, this is all very romantic, but an opportunity like this will never come again. I'm sorry my love, but my wish is to have a wife 30 years younger than me".

The wife and the fairy were deeply disappointed, but a wish is a wish. So the fairy waved her magic wand and poof!...the husband became ninety two years old. There's a moral in this one – you work it out.

*And one more...*

**A** man and a woman who had never met before, but who were both married to other people, found themselves assigned to the same sleeping room on a transcontinental train.

Though initially embarrassed and uneasy over sharing a room, they were both very tired and fell asleep quickly, he in the upper berth and she in the lower.

At 1:00am, the man leaned down and gently woke the woman saying, "Ma'am, I'm sorry to bother you, but would you be willing to reach into the closet to get me a blanket? I'm awfully cold."

"I have a better idea," she replied "Just for tonight.....let's pretend that we're married".

"Wow!.....That's a great idea!" he exclaimed.

"Good," she replied. "Get your own \*\*\*\*\* blanket."

After a moment of silence, he broke wind.

No, one more...

**A** true Australian ghost story – or urban myth? This story happened a while ago in Brisbane, and even though it sounds like an Alfred Hitchcock tale, it's true (yeah - right).

John Bradford, a Sydney University student, was on the side of the road hitch hiking on a very dark night and in the midst of a storm. The night was rolling on and no car went by. The storm was so strong he could hardly see a few feet ahead of him.

Suddenly he saw a car slowly coming towards him and stopped. John, desperate for shelter and without thinking about it, got in the car and closed the door, then saw there was nobody behind the wheel and the engine wasn't on!

The car started moving slowly. John looked at the road and saw a curve approaching. Scared, he started to pray, begging for his life. Then, just before he hit the curve, a hand appeared through the window and turned the wheel.

John, paralysed with terror, watched how the hand repeatedly came through the window but never harmed him. Shortly thereafter John saw the lights of a pub down the road so, gathering strength, jumped out of the car and ran to it.

Wet and out of breath, he rushed inside and started telling everybody about the horrible experience he had just had. A silence enveloped the pub when everybody realized he was crying and wasn't drunk.

Suddenly two other people walked into the same pub. They, like John, were also wet and out of breath. Looking around and seeing John Bradford sobbing at the bar, one said to the other, 'Look, Bruce there's that idiot that got in the car while we were pushing it.'

*And it was clean!!! Ed.*

