



NEWSLETTER – July, 2014

Committee 2013/2014

President:	Peter Evans	(0438 643 949)
Vice President:	Max Rowan	(0409 011 160)
Treasurer:	Nick Katsikaros	(0438 559 985)
Secretary:	Jeff Dowsley	(0427 565 791)
Ordinary member 1:	Murri Anstis	(0413 353 739)
Ordinary member 2:	John McLennan	(0419 515 003)

Officers

Returning Officer:	(The Secretary)
Public Officer:	(The Secretary)
Publicity Officer:	(Vacant)
Safety Officers:	Mat Werner (0450 483 838) (Vacant)
Newsletter Editors:	Roger Carrigg (0437 842 277) Glenn White (0412 641 188)
Field Maintenance:	Mat Werner (0450 483 838)

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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 23rd July 2014** 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 meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web site
4. 2015 Display Day
5. Xmas in July

Annual General Meeting

As already noted above, the AGM is to be held on Wednesday 23rd July at Field Air prior to the ordinary meeting. This is where the current committee, present their reports and the committee for 2014/2015 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.

This year all 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 all are up for re-election this time. The six committee of management positions to be voted on are:

- President
- Vice President
- Secretary
- Treasurer
- Ordinary Member 1
- Ordinary Member 2

The Club Officers (the workers) to be elected are:

- Safety Officers (x2)
- Publicity Officer
- Editor & sub-editor
- Field Maintenance

Presidents Report – Peter Evans

Well, what a year... plenty has been happening within the BRMFC.

Many new members, lots of new models, the usual seasonal activities and then some and much conjecture and uncertainty about the future of our Spreadeagle road flying site.

We also can't forget that as new members come, so some members leave and it is with sadness we also remember those who have passed on during this last year.

And as new models appear at the field, so flyers lose models to the sudden grip of terra-firma – I can't help but observe that the outfield has taken quite a beating lately. Some of the incidents have been un-avoidable but I strongly encourage everyone to be as careful as possible with the building, preparation and flying of your machines as it is merely a positional difference that changes a crashed model into something much more serious.

I take this opportunity to thank members who have put in the hard work this year around our facilities keeping them looking great and making the place pleasant to be and satisfying to fly from.

Our display day this year was a great success, with magnificent weather contributing to a good day's flying and exhibiting our hobby to the public. Thanks to all who put in towards this outcome.

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 off to France for his second tilt at the world scale championships, Mat Werner achieving good results near and far and many other members appearing well up the results tables of competitions attended.

So, next year... With prospect of having to leave our current field in the near future, it seem that there will be plenty to keep us occupied and I trust that members will support the incoming Committee of Management in their endeavours to achieve the best possible outcomes for the club.

The proposed changes to the club's constitution will be presented at the AGM on Wednesday and put to the club membership for acceptance. Please take the time to review these changes, which adopt the Consumer Affairs Victoria Model Rules for Incorporated Associations as published with the addition of an updated club purpose statement. This document is available on the club web site for your viewing pleasure at: <http://www.brmfc.org.au/Forms/Model%20rules%20for%20an%20incorporated%20association.pdf> and the proposed purpose statement was promulgated with the notice of the Annual General Meeting.

I would like to thank, on behalf of all club members, the outgoing 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 this Wednesday, when all positions are up for re-election, and to consider what contribution you might make to the future of the club.

Peter Evans,
President.

Treasurer's Report – Nick Katsikaros

This year has gone by quickly and it looks like the rainy days we've been saving for are about to hit us. Financially however we have had a pretty good year, and we remain in a sound position.

Our total funds have grown by 10.8% this year; largely on the back of good fund raising efforts at the display day and

Bunnings Sausage sizzle, and despite having invested in an extra mower.

If not for the mower the club fees would have covered general expenses with a modest surplus.

Fund raising was up this year with excellent performances at the display day and the sausage sizzle and continuing solids contribution from interest on our investment accounts. Like most years the bulk of our fund raising activities have gone into savings for a new field.

The single largest expense area was field maintenance with an extra mower being purchased. We must all recognise that these costs would have been much higher if not for all the members who generously contributed their equipment, time, expertise and muscle throughout the year.

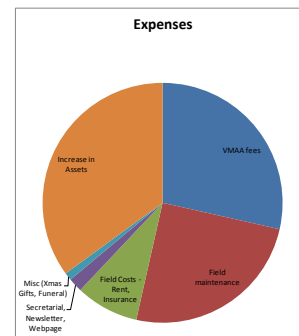
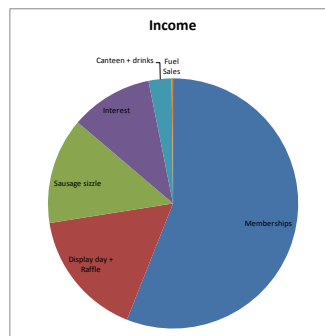
The coming year will see major challenges. The field situation is getting desperate as the new owner wants us off and is proving very difficult to contact. We are currently in the process of moving, possibly as early as the end of the month. We have one feasible site and are actively pursuing other options including an extension at Lal Lal Estate. We must plan for the likely prospect of paying more for field rental. Currently we pay about \$30/member/year in field rental; we can afford to pay some more with the current fee structure but this would leave little excess for major expenses, increasing the importance of ongoing fundraising to contain fees.

There will be some major expenses as we establish a new airstrip and facilities. With a little luck we will be able to access some equipment at cut rates but we cannot afford to rely on this. We must also have to realise that as we use our savings the funds raised by investment interest will drop.

So in summary, the rainy days are here. We have spent a lot of time and effort raising funds over the last years; it is now approaching the time for us to spend wisely.

Break down of Expenses and Income

Income	% of income	Expenses	% of income
Memberships	56.0%	VMMA fees	28.5%
Display day + Raffle	16.5%	Field maintenance	25.0%
Sausage sizzle	13.7%	Field Costs - Rent, Insurance	8.5%
Interest	10.6%	Secretarial, Newsletter, Webpage	1.9%
Canteen + drinks	3.0%	Misc (Xmas Gifts, Funeral)	1.0%
Fuel Sales	0.2%	Increase in Assets	35.0%
Total	100.0%	Total	100.0%



Nick Katsikaros,
Treasurer.

Secretary's Report – Jeff Dowsley

The 2013-2014 year has been an eventful period in the Club's history. The proposed siting of wind turbines on and around the land leased by the Club and used as our flying field, the subsequent sale of the property and the new owner's refusal to continue the long-standing lease, and the on-again, off-again monthly lease extension, threatens to leave the Club without a flying field. Several possible sites have been examined, with Dynamic Flight at Trawalla being the only firm option available at the time of writing. The Club has also expressed interest in being co-located with other sporting clubs on a large site being considered by the City of Ballarat.

The MAAA commissioned the development of a Membership Management System for clubs Australia-wide, by our own Roger Carrigg. The system centralizes membership processing and has greatly speeded up the re-enrolment process and the issue of MAAA licences. It will also eliminate the requirement to maintain our own database.

Conformance with our own constitution was raised as an issue, and the Committee of Management was properly constituted by the appointment of two ordinary members.

Re-Location Update

The solicitor for the new owner of the Lal Lal Estate advised that the month-by-month lease extension requested by the Club, and apparently agreed to by the new owner, has now been denied. The solicitor suspects that there was a translation error (english-chinese-english) and we have requested a 6 month extension before we need to vacate the Lal Lal field. Several other sites have been identified near Spreadeagle Road and we will attempt to door-knock and see if we can obtain a sympathetic hearing.

Max Rowan has also discussed our plight with Cr. John Philips, who is involved in a proposal for the City of Ballarat to supply land for use by a number of sporting clubs. We have recently sent a letter to Cr. Philips requesting that the Club be included in the proposal.

Jeff Dowsley,
Secretary.

Editor's Report – Roger Carrigg

The purpose of the newsletter is to help keep the members informed of what is going on and provide a forum for members to publish their modelling experiences for the benefit of all aero modellers. It also chronicles the major events of the club for posterity and is posted on the club web site where it is available to the world.

Our newsletter is sent out monthly, 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.

There is always something going on at the field to write about which in particular, fills the Tips & Tricks column. Sometimes there might be something talked about that is embarrassing, but whatever is discussed is to prevent others having similar incident/accidents from the same thing. From my observations, most crashes by accomplished pilots are due to some form of mechanical, structural or radio installation failure. Without sugar coating it, poor preparation of the model before flight.

Most members now get the newsletter by email with only a handful being posted. I am trying to get the newsletter ready for post by the Sunday morning prior to the meeting so there is the option to hand newsletters to members directly and save on the postage cost. 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, yep 15 years and 178 editions.

Webmaster's Report – Roger Carrigg

The club web site brmfc.org.au has been updated 9 times in the last twelve months with content changes. Fortunately it does not require updating each time a new newsletter is posted because it finds them automatically.

Over the past twelve months we had 28,161 web site visitors, last year it was 25,686, a modest increase of 2475 or 9.6%.



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.

6. Reports

I) Management Committee Report.

a) Meeting held at the Yendon Flying Field 18 May. Agreed to accept the fee associated with extending the lease with the new owners. (Presently annual expiring 31 July.) New "licence-to-use" arrangement will cost \$880.00 to prepare.

II) Relocation Working Party

M Rowan reported that there has been some interest in reserving some land for the Sporting

Car Club and some other clubs. It may be possible to co-locate if the land area is large enough.

III) Fly Ins

M Werner attended several events, including one in SA. Sadly, the tail on the Mat's Yak broke off just before a snap roll while Mat was in first place in the competition. Still managed to achieve a third place.

7. General Business

I) Wind Farm

No change to the W-Wind web site.

BRMFC

BRMFC Minutes June 25 2014.docx: 3 of 3 8 July 2014

II) Field Maintenance.

(1) Rats and rabbits are still an ongoing problem;

(1) M Anstis reported that the main gate, shed and canteen were left unlocked; and

(2) M Rowan will source an additional lock to be placed in series with the existing gate key to allow access to the field but not to the BRMFC facilities.

II) 2015 Display Day

Secretary has advised VMAA and booked signage with BRI for display of Banners.

Display Director: G Allen

Secretary to submit documents to VMAA for Display Day approval.

8 Other Business

a. Fuel

M Anstis noted that the methanol drum has been emptied.

Agreed that another drum should be purchased.

b. Safety Issue

The use of two runways simultaneously has occurred, and it is reaffirmed that only the designated runway is to be used.

c. Xmas in July

Agreed that Xmas in July should be held 25 July. Lazy Moe's has been suggested as the venue. (Note: Changed to Zamage's on 15th July)

Secretary to email for numbers. (See further on in the newsletter.)

9 Agenda Items for next meeting

As per April Meeting. (Include Xmas in July function.)

Meeting location

The next meeting will again be held at *Field Air, Ballarat Airport, 23rd July 2014.*

Meeting Closed 9:11PM



Membership Renewals

If you haven't renewed your subs for the 2014/15 year can you please do so ASAP?

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

The renewal form was included with the June 2014 newsletter and can also be found online at: http://www.brmfc.org.au/Forms/MembPayment%202014_15.pdf



Sad News

The news that Moss Heard from the Ararat club passed away on Tuesday 1st July came with deep shock and sadness. Apparently he had been suffering ill health for some time and passed away in his sleep that morning.

Moss' funeral was held at Tatyoon on Tuesday 8th July at 2PM. The grave side service was attended by I guess around 250 people. Aero-modellers made up a sizable portion of those present. Naturally the Ararat club was well represented. From BRMFC, Murri Anstis, Glenn White, Max Rowan and Roger Carrigg attended. I remember looking around at the club uniforms and noted that there were members present from Warrnambool, Hamilton, Warracknabeal, Bendigo, Camperdown and Bellarine clubs. There may have been members from other clubs as well that I have missed. Listening to the celebrant Moss (we learnt Moss was short for Morris) had interests other than aero modelling and was also a member of other clubs I presume in the Ararat district. I guess that accounted for the large gathering who had come to pay their respects to Moss.

Being a grave side service it was very fortunate that the sun was shining given the weather we've had lately, although the strong wind was cold.



A photo of the woolshed as we were about to leave. We believe that the paddock behind is where some members used to meet with Moss for large model flying days at his property.

After the service everyone was invited back to the family farm which was about a 15 minute drive from the cemetery for refreshments in the woolshed. There was a big gathering there as well packing out the woolshed. We were all shoulder to shoulder around large tables of delicious home cooked finger food. Typical old style country hospitality. A big thankyou to those who did all the catering work.



All the cars parked at the Woolshed.

Moss always made you feel welcome as a visitor when you went to one of the Ararat events. The last time I saw Moss was down at Warrnambool at the beginning of March for the Warrnambool clubs annual fly-in. He apologized for not being able to make it to our open day a few weeks later because he was heading up to Queensland for the *Spektrum Gratton Air Spectacular*.



This photo of Moss was taken down at Warrnambool on Sunday 2nd March 2014. He flew his trusty P47 at many events around the state.



Moss bringing the P47 in for a landing at Warrnambool.

On Sunday the 13th July the Ararat club held an impromptu fly-in to honour their great mate Mossy as a way for those who couldn't make the funeral to say goodbye. Mat Werner and John Coughlan attended from BRMFC and said it was a great event. Fortunately the weather was good particularly after what we have been having lately.

Moss will be sadly missed by his family, friends and the aero-modelling community, especially the Ararat club.

Rest in peace.



2014 FAI Scale World Championships



Club member Noel Findlay is making his second attempt at the FAI World Championships for Scale Model Aircraft being held at Marmande-Virazeil France between July 19th and 26th. So it is underway right now!!! Here is a link to the organizer's official web site:

<http://wc2014f4c.ffam.asso.fr/home.html>

As well as Noel, the other competitors from Australia are David Law and Noel Whitehead with Greg Lepp as team captain. David is competing with his **Pitts S2A** which we saw at our field during the VFSAA event on the 8th March, while Noel W. is entering a new **CT4 Airtourer** that we saw 'in the flesh' for the first time at Shepparton during the VFSAA Trophy event. Most of you will know that 'our' Noel is entering his second DeHavilland Fox Moth which he hopes to score better in static. It also has an OS155FS instead of the OS120FS in the first model which provides a better rate of climb.

Noel & Sharon jettied off last Wednesday (16th) and I believe the other teams members went on the same day if not the same flight.

Glenn & Judy White decided to have a trip back to the UK that coincided with the 2014 FAI Scale World Championship and are making their way to France for a few days while the event is held. No doubt Glenn will get plenty of photos for us.

You can click on the link above to keep abreast of how the competition is going.



Rebuilding an ARF

Ian Lamont has got a good thing going. He bends 'em and Dad (John) mends 'em!!!



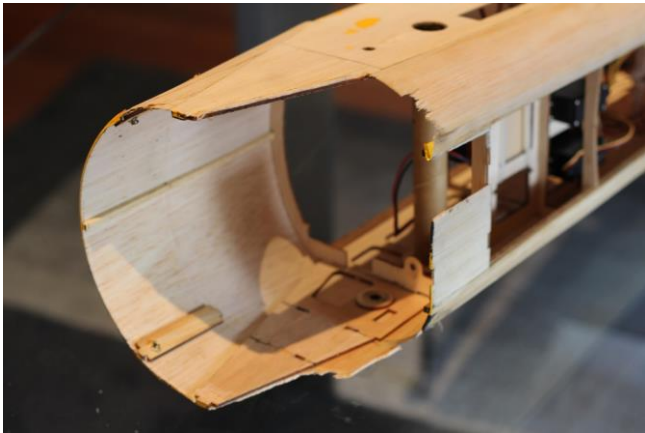
Ian had an unfortunate engine failure at the Shepparton VFSAA Trophy event held over the Queen's Birthday long weekend. Trying to get the

Yak 54 back to the strip resulted in a stall and nose dive from low altitude that wiped the nose section off the model.

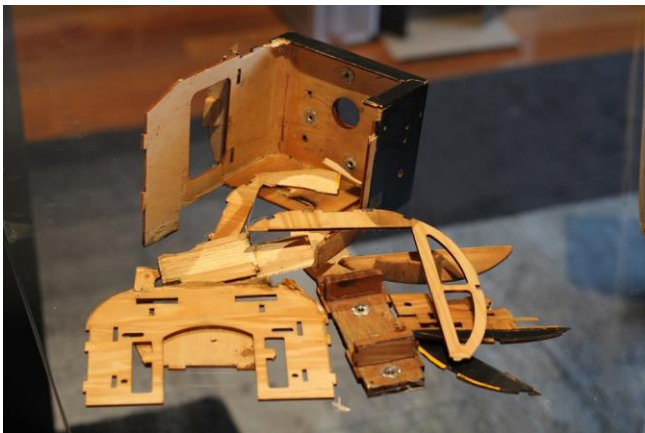
John and I were having a Skype conversation a few weeks ago and he showed me what he was doing to repair the Yak. I thought it would make an interesting article and asked him to send a few photos.

As you can see by the first two photos the engine mount box section was completely destroyed together with the under section of the forward fuselage sheeting.

Not to be deterred by the daunting task, John drew up the components from the broken parts using his CAD skills and had them Laser cut by SC Models.



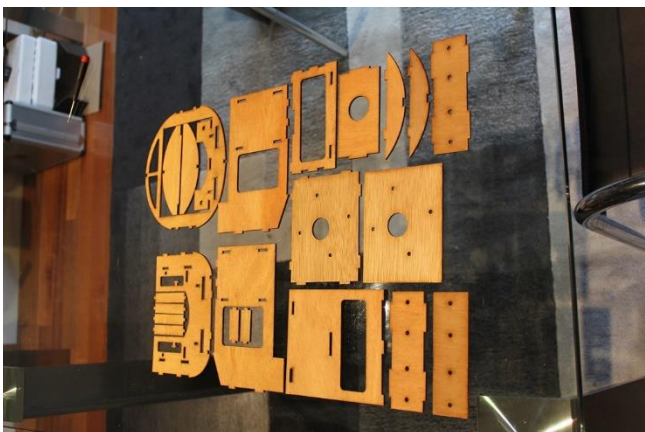
As you can see the whole engine mount box section was ripped out of the Yak as well as some of the sheeting.



John Lamont measured the salvaged parts and drew them up in his CAD package so they could be laser cut.

Remaking the engine box required 15 (going by a count) or so individual parts that needed to fit together accurately for the whole exercise to work. Apparently the laser cut is 0.2mm wide which means you don't need to make any allowance for clearances; the laser cut provides that for you.

The finished box assembly going by the photo looks really professional and is a cost effective way of cutting intricate parts. It has allowed an airframe otherwise destined for the scrap heap to be repaired.



All the parts for the engine mounting box have been laser cut by SC Models from plans supplied by John L.



This photo shows all the parts assembled using the interlocking nature of the design and a bit of tape to hold it together.



For interest you can find SC Models on line at: <http://www.scmmodels.com.au> . I have lifted some information (FAQ's) on their laser cutting off their web site and included it here.

What laser cutting services do you provide?

Our main focus is on cutting out kits and accessories for model airplanes. We can also provide an engraving service on acrylic and wood for trophies and tools such as rulers.

What materials does your laser cut?

Plywood to 6mm, balsa wood to 9.5mm, solartex and other iron on fabrics, normal fabrics, acrylic, paper, cardboard. We can cut patterns for patchwork, stencils, cards etc. We cannot cut metal or glass.

How large of a piece can be cut?

Our laser bed is 900x600mm so this limits the size of the piece we can cut.

Do you have standard kits you cut?

We are the Australian distributor for Nick Ziroli, Jerry Bates and Wendall Hostetler plans. Short kits for their plans are available.

What is a short kit?

A short kit consists of all of the formers, ribs etc. Parts from wood thicker than the laser can cut are not included nor are spars and sheeting. A complete list of parts is available for any kit upon request.

Can you cut a kit from plans I supply?

We can cut a kit from plans supplied in either electronic or paper form. All paper plans sent to us for cutting are returned undamaged to you at the completion of the cutting.

What file formats do you need?

If you send us an electronic version of the plan you want cut, then a "vectorised" format such as .DXF is best. We can also work from .TIF and .PDF files.

How much does the service cost?

Each job is slightly different, so the cost varies. Contact

us for a free estimate.

How long will it take to get my job done?

It depends on the complexity of the job. Many of our standard kits are in stock, for special jobs 2-3 weeks including delivery is about average.



Tips & Tricks

Make sure extension lead connections are secure.

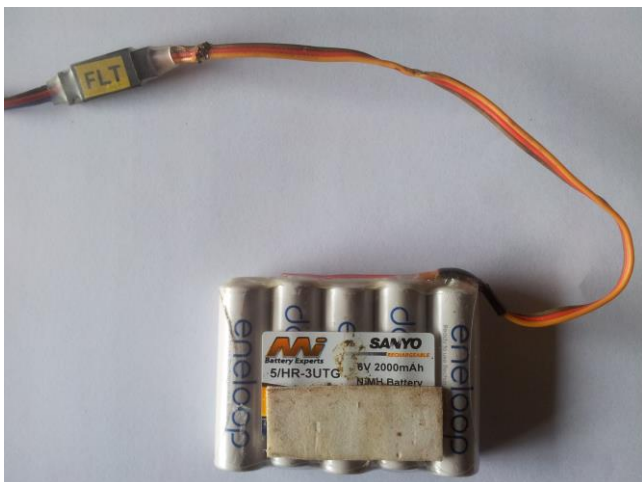
We had an unfortunate incident at the field on Sunday 13th July where an aileron extension lead disconnected while in flight with disastrous results.

In small models you can get away without a safety clip around the leads because it is probably tucked fairly tightly into the fuselage.

On large models the lead will most likely be flapping around in the fuselage cavity. Combined with vibration particularly from large petrol engines this could result in the lead whipping about and pulling the connector apart if it is not a tight fit and pushed fully together.

It's good practice to fit a clip around the connector to prevent the leads coming apart. If you don't have clips it is well worth the time and effort to wrap the connectors with masking tape. Saves a lot of rebuilding!!!

In the same model, after all the radio gear was removed, the battery pack lead was discovered in the condition shown by these photographs. As you can see the lead has rubbed on some part of the fuselage structure and shorted the battery melting the insulation. We checked the pack with a meter and it was 90% charged and not shorting out. The lead may have been rubbing on the throttle pushrod and over time worn through the insulation. It has at some stage shorted and melted the insulation.



Flight pack with wiring that has rubbed through the insulation and shorted out melting the insulation.

We don't believe this caused the crash but rather the aileron lead that was disconnected, however it was a crash waiting to happen.



A close up shot of the melted battery lead caused by the lead rubbing through the insulation inside the fuselage. Must have rubbed on something metallic like the throttle pushrod.

Then we had another situation in a different model where a throttle servo lead plugged into an Aurora 2.4GHz receiver melted. Fortunately this was discovered on the ground. A mystery.



Throttle servo lead melted through the insulation.



Coming Events

Xmas in July evening out – 25th July

We are holding a Xmas in July evening at Zagame's restaurant located at: 639 Main Rd, Ballarat, 3352 on Friday night 25th July starting at 6:45 - 7PM.



Phone: (03) 5333 5955.

Hours are 8:30am – 3:00am which should be late enough for most of us!!!

So far Jeff has 16 on the list of those attending. If you would like to come please let Jeff know by email at secretary@brmfc.org.au or phone on 0427 565 791.

You can check out Zagame's menu online at: <http://www.zagames.com.au/our-venues/ballarat/>.

PS. It's just as well I asked out at the field on Sunday about the starting time because for some reason I thought the location was Lazy Moe's. I must have had a senior moment and didn't note the venue change in Jeff's email last

Tuesday. Funny thing, most of my moments are getting more senior now!!! I had already looked on their web site for details and saw an interesting list of terms and conditions when dining at Lazy Moe's, take a look: <http://www.lazymoes.com.au/>



Event Calendar

July 6th (Sun) Scale day at Greensborough – GMAC
 July 19th-26th 2014 FAI World Championships for Scale Model Aircraft - Marmande-Virazeil (France)

July 23rd **BRMFC AGM – Field Air Offices**
July 25th **BRMFC, Xmas in July party – Zagame's**
 August 23rd/24th VFSAA Scale comp. at Albury – TCMAC
 Sept 13th/14th Shepparton Mammoth Scale – VRF

October 5th (Sun) **BRMFC Sausage sizzle – Bunnings Ballarat**
 October 12th (Sun) VFSAA Scale comp. Bacchus Marsh – BMMAA
 Nov 1st/2nd Annual Fun Fly and Swap Meet – Ararat
 Nov 29th/30th Annual Fly-In and Swap Meet – Hamilton

March 29th 2015 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.

