



NEWSLETTER – July, 2019

Committee 2018/2019

<i>President:</i>	Fred Eggleston	(0418 596 113)
<i>Vice President:</i>	Peter Evans	(0438 643 949)
<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)
<i>Secretary:</i>	Nigel Newby	(0408 420 794)
<i>Ordinary member 1:</i>	Alan Crisp	(0414 487 856)
<i>Ordinary member 2:</i>	Max Rowan	(0409 011 160)

Officers

<i>Returning Officer:</i>	(The Secretary)
<i>Public Officer:</i>	(The Secretary)
<i>Publicity Officer:</i>	Roger Carrigg (0437 842 277)
<i>Safety Officers:</i>	Murri Anstis (0413 353 739) Peter Weston (0447 792 911)
<i>First Aid Officer</i>	Nigel Newby (0408 420 794)
<i>Newsletter Editors:</i>	Roger Carrigg (0437 842 277) Glenn White (0412 641 188)
<i>Field Maintenance 1:</i>	Murri Anstis (0413 353 739)
<i>Field Maintenance 2:</i>	Peter Weston (0447 792 911)

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Note the meeting location.

The **Annual General Meeting** is to be held at the **Eastwood Street Leisure Centre in the Canteen**, on **Wednesday July 24th** commencing at **7.30PM** (Turn left after entry to the Complex, and the Canteen is on the left again). **Don't forget to bring a plate for supper.**

Agenda Items for the next general meeting

1. Trawalla Estate Update
2. Strategic Plan
3. Field Maintenance
4. Burrumbeet Airstrip
5. Pits replacement matting

Annual General Meeting

As already noted above, the AGM is to be held on Wednesday 24th July at the Eastwood Leisure Centre prior to the ordinary meeting. This is where the current committee, present their reports and the committee for 2019/2020 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 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)
- First Aid Officer
- Editor & sub-editor
- Field Maintenance

Agenda for AGM

1. President opens meeting
2. Apologies
3. Minutes of Previous AGM meeting
4. President's report – including a summary of the past year's activities
5. Secretary's report
6. Treasurer's report
7. Election of new Committee of Management
8. To appoint BRMFC nominated positions including;
Safety Officers, Field Maintenance Officers, First Aid Officer, Newsletter Editors
Note: All positions will be declared vacant.
9. Other related Business
10. Meeting Close

Presidents Report – Fred Eggleston (22nd July)

The past twelve months have just flown by with plenty happening at the Club to keep us busy.

This has been my last year as President and I would like to thank all those who have given up time to contribute to the running of the organization. Be it maintenance of field and equipment, secretarial, financial management, editorial team and sausage sizzlers everyone has played their part.

I would also like to thank those who have attended monthly meetings and encourage those who don't to do so. Help to run your Club.

Improvements at the flying field include three start up tables [thanks Alan], a new engine for the Toro mower [Peter E and helpers], pressure pump for kitchen supply [Roger] and a new pot belly heater [courtesy Max, Graeme and Glenn].

Recent negotiations [led by Secretary Nigel Newby] with Trawalla property manager Jim Gaylard has led to official granting of permission to use our site for model flying operations. In addition to this, Jim has facilitated extension of the western end of the EW runway and assisted with its preparation. The Club is very grateful for his support.

This year we have welcomed new members Anthony Mepstead, Nick Jankovic and Ken Foord. Happy flying fellas!

The Strategic Plan was finalised and adopted in July last year. Some actions have occurred or are in progress [start up tables, BAMI liaison, fun fly's, pit matting] but more is to be done [pilot training, secure IT based management resource].

Several Flying events have been staged with more of an emphasis toward interclub activities rather than public displays. These included Spring Fun fly in October 2018, Burrumbeet Float Fly Jan 2019 [included some wading pilots] March Public Fly-in 2019 [early afternoon squall!] and in April we attended the BAMI field for the inaugural Graham Waterhouse interclub event. This will be matched by the Len Astbury Fly-in this coming October.

Several club members have regularly attended in door flying at Haddon Hall.

So my last year as President is coming to a close. I have enjoyed the task and thank the Committee and Secretary Nigel for their support over the two years and wish the incoming President every success.

Fred Eggleston, President BRMFC.

Treasurer's Report – Nick Katsikaros (22nd July)

In general, the club's finances remain in a strong position with total funds increasing slightly over the last few years since our move to Trawalla. Total cash assets increased over the financial year by approximately 4%. This allows us to maintain a reserve for future field improvement or relocation, and to consider initiatives to increase membership.

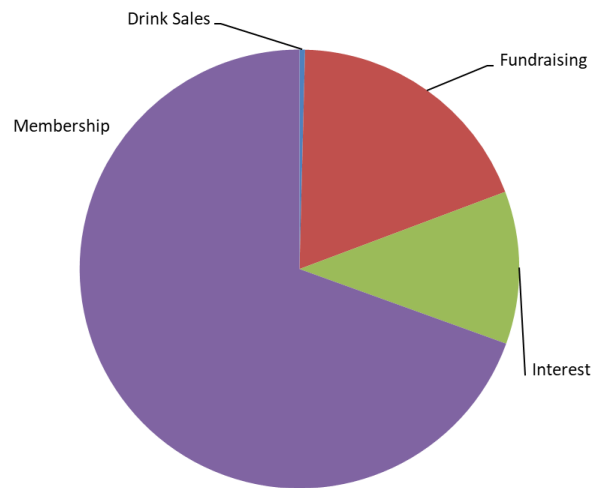
Breakdown of Expenses and Income FY 2018/2019

Income	% of income	Expenses	% of income
Drink Sales	0.4%	Administration	9.7%
Fundraising	18.9%	Canteen Supplies	0.9%
Interest	11.2%	Field Improvement	13.1%
Membership	69.5%	Field Maintenance	29.1%
Total	100.0%	Fuel Sales	13.6%
		Increase in Cash	33.7%
		Total	100.0%

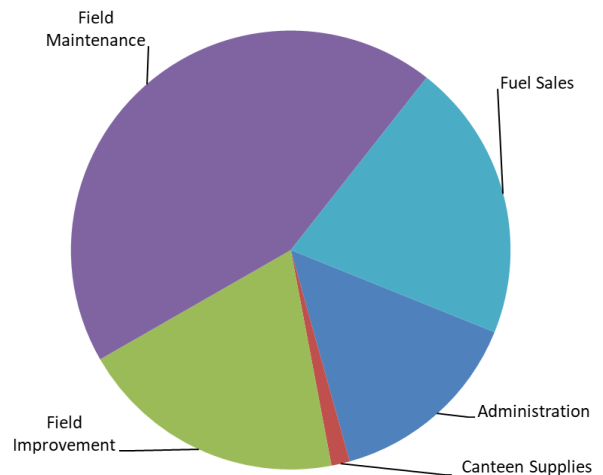
The bulk of income is from club fees, followed by fundraising and interest a close third, with a very small contribution from drink sales. Fundraising proceeds were from sausage sizzles, and donations, offset by a loss for the display day.

Fuel stocks were recently increased significantly accounting for the relatively large net expenditure on fuel. As expected, field maintenance and improvement were the largest expenses. Field improvements included starting tables, electric fence and canteen water pump. Administration costs were approximately 10% of income.

Income FY 2018-2019



Expenses FY2018-2019



Nick Katsikaros, Treasurer BRMFC.

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 day or two before the general meeting. 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.

All current members now get the newsletter by email. One of the great features of email and the internet is the ability to send the newsletter to interested 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.

We have now been doing the newsletter since June 1999, 20 years and 232 editions.

Webmaster's Report – Roger Carrigg

The club web site brmfc.org.au has been updated 8 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 and dynamically generates the list of [newsletters](#). The Photo Gallery is gradually being brought back online since Google retired the Picasa service a few years ago, migrating to Google Photos.

Over the past twelve months we had 49,833 web site visitors (roughly 136/day), last year it was 43,004 (118/day), an increase of 6,829 or 16%. The **visitor** count is the number of new browser sessions on our web site as distinct from a **hit** count which increases every time a browser goes back to the server to get a new page or refresh a page. Our **hit** count would no doubt be many times the **visitor** count.



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.

8. General Business

a) Trawalla Estate Update

- Max manufactured and installed a new heater (thanks Max).

b) Strategic Plan – Nil to report

c) Field Maintenance

- Murri will pick up some soil to fill some holes and hollows.
- Pits matting has been dropped off, working bee needs to be arranged to install it – a suggested time was proposed for the end of July or early August.
- The location of the pits and the large model start-up area was discussed, mainly due to its propensity to flood. The area will be reviewed on site next Sunday.
- Tent pegs will be required to secure the new matting. The edges of the matting can also be trenched-in.

d) Burrumbeet Airstrip – nil to report.

9. Other Business

- Meeting room location for the monthly meetings beyond June 2019 was confirmed to remain at the Eastwood Leisure Complex. This will continue until the November 2019 meeting (the cost is \$30 per meeting).
- Max Rowan's telephone number will change as of the end of the month.
- AGM – Fred announced he would be standing down from the President's position.

10. Agenda items for the next meeting.

11. Meeting Closed at 8.20pm – Next meeting date will be the 24th July 2019 which will be the **Annual General Meeting** immediately followed by the regular members monthly meeting.



Membership Renewals

If you haven't renewed your subs for the 2019/20 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 2019 newsletter and can also be found online at: http://www.brmfc.org.au/Forms/MembPayment%202019_20.pdf

Remember, you can't fly at any MAAA sanctioned field until your subs are paid.



RCM News Magazine

It was sad to see that RCM News has ceased publication with number 156 being the final edition. It has been produced on a regular basis since 1991. We wish Stephen Green all the very best in his future endeavours.

See <https://rcmnews.com/> (This link will no doubt eventually disappear.)



VMAA News

The following information gathered from the Minutes of the VMAA Executive Committee Meeting held on the 13th June 2019 which might be of interest to members. Note: some situations may have concluded or changed since then.

9.1 Area approvals - Are ongoing with a number of Clubs submitting documents to address the issue. Existing instruments/NOTAMS that are older than 5 years are revoked and require to be reviewed and reissued. To date, 28 Clubs have been successful with area approvals. Height approvals have been between 900 and 1800 ft. AGL. There is still a number of approvals to be reviewed and will be completed as soon as possible.

9.1.1 SAM600/Old Timer SIG submission has been submitted for consideration by CASA/RPAS. Currently waiting for additional information from CASA to conditions of height requirements. Discussion have provided a possible way forward to satisfy the requirements.

9.1.2 KDMAS have been requested to stop operations. Area approval required as per CASA Directive 96/17. Agreement is needed between club and ATC. VMAA supporting Club to gain approval and start-up operations as soon as possible.

18. SFI Report:

18.2 Notification sent to all MAAA Instructors listed within the VMAA have been sent. Replies have been received via emails and post mail. So far:

57 Instructor wish to continue and complete the refresher;

9 Instructors that do not wish to continue.

Email correspondent has been sent back to those instructors that have replied.

18.3 Instructor Course - Will be held on 27 June at Sale.

18.4 Instructors that completed their course after this requirement was initiated will be deemed as current (within the 5 years period) and do not require to undergo a refresher course.

18.6 Secretary - Tabled that due to the number of courses required based on initial numbers, it is not practical for one person (SFI) to complete the task on his own. Suggest multiple courses are conducted utilizing other instructors. This will allow for the workload to spread across available resources. SFI will update records as required.



New Models seen at field

Max had his DH 88 Grosvenor House at the field on Sunday July 21st for engine test running. The model was originally Glenn's which from memory he won in a VFSAA raffle several years ago. I'll get some more details on the model when it is test flown which will no doubt be in a week or two depending on the weather.

It's fitted with two OS 46 AX engines and also has retract undercarriage, which Max had to source as the kit only came with fixed gear. Wingspan is around 88".

As you can imagine Max was getting plenty of advice from other members while running the engines in (%\$#^%\$#).

Stay tuned!!!



Max running in the engines on his new DH 88 assisted by Secretary Nigel.

I've seen some DH88's that fly really well and others that are a handful. Let's hope this one is a good performer.

Aeronca Take Two

After the adrenalin filled flight of Glenn's Aeronca last month and reported in the June newsletter, it was back at the field on Sunday July 21st for another flight, following some major surgery on the engine thrust line.

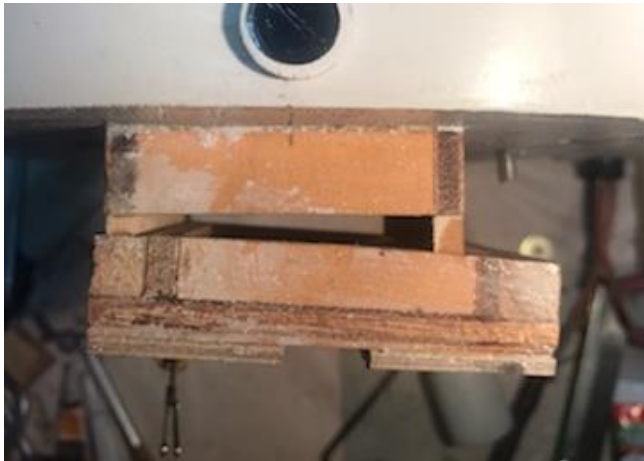


Lined up on the east/west runway about to take-off for its second flight.

Glenn brought it around to my place during the week after the first flight for some help on correcting the thrust line.

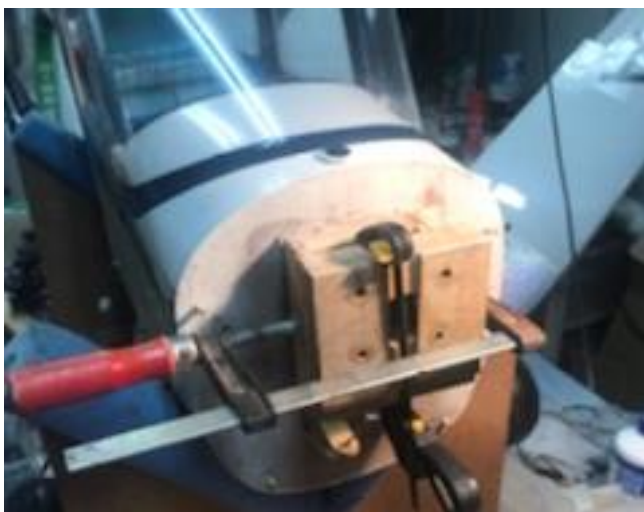
We measured the thrust line which was visibly to the left and calculated 1.8 degrees. So what had to happen was move the engine mount to the left and achieve a 2 to 2.5 degree right thrust. Problem was the box mount protruding through the firewall wasn't large enough to accommodate the adjustment while preserving the prop driver alignment through the nose of the cowl.

We decided the best option was to cut the mounting plate off and reattach with plates and gussets to achieve the desired right thrust, while ensuring the cowl would still fit and not foul on the engine.



The mounting plate was cut off the mounting box using an Exacto handsaw and repositioned to the left at an angle to achieve the desired right thrust. You can see how much it has been moved across by the offset of the side plates.

After cutting through the mounting box frame, we calculated the distance the mounting plate needed to move left (right as it appears in the photo), 9mm from memory and the angle to provide the desired right thrust. Packers were cut on my bandsaw and tacked in place with super glue, the engine re-mounted temporarily and the cowl test fitted. Once that was done Glenn was okay to finish it off at home with reinforcing plates and dowel pins for strength.



Clamping and gluing the new reinforcing side plate doublers over the joints.



Dowel pins then added to supplement the glued joints.



You can now see the right thrust.

Back to the field on Sunday July 21st. The Aeronca was given a final check over and assembled for flight. The tank was filled, engine started and then taxied out to the east/west runway. There was a fairly brisk westerly blowing which dropped off as the day progressed but nothing to hinder the taxiing so all looked good. I (Roger) was reasonably confident it would be okay this time, also with a replacement rudder servo in lieu of the one that we noticed on the previous occasion stalled out under light load.

After lining up on the east/west runway the throttle was opened, the Aeronca moved forward gathering speed and lifted off gently. This time it felt under control. We did several circuits and after getting confidence that the engine was reliable some low passes were done as well as a loop. I did notice that it often likes a bit of rudder in the turns otherwise it tends to side slip with aileron only. However on applying rudder to push it into the turn it then wants to tighten up and drop the nose after rudder is released. Unfortunately the rudder is not centring properly and staying on a few degrees. It also has way too much rudder travel, which is easily fixed by moving the pushrod in on the

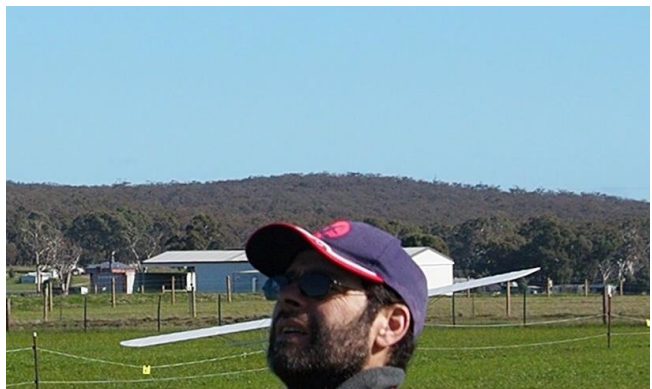
rudder servo arm. The rudder centring will also need to be looked at again to see if it can be improved.

I guess seven or eight minutes had elapsed and not knowing the flight fuel duration it was time to land. The Aeronca was easy to line up with the runway and coming in on about 1/3 throttle until reaching the edge of the runway the throttle was cut and it touched down nicely. Its ground handling is really good even with a brisk breeze, making it easy to taxi back to the pits. The big balloon wheels are a bonus particularly with the wet/sodden ground.

The photos of the flying shots are frames taken from the movie Nick took with his new Olympus mirrorless camera.



This time it tracked straight and lifted off with the feeling it was controllable – a far cry from the first flight last month.



This would have been a good photo, but Ricky’s dial got in the road as Nick panned across while filming!!!



Taking off to the west we have to turn left pretty soon to stay within the paddock boundaries.



Almost touchdown. I did notice it side slipping a bit coming in which I suspect is the rudder not centring.



Rolling out to a stop.



Taxiing back to the pits. Really good ground handling, much like my Super Stearman.



Goin’s on at the Field

After the heavy and consistent rain during the last week of June the field was exceptionally wet and in many places it was sodden and surface water lying about. Fortunately though, the main runway being the north/south seems to stay quite reasonable being located on the high point of the paddock. The western end of the east/west will always get wet and sodden where it runs into the new extended section which rises. However it takes a lot of rain to get so wet it is unusable – it is winter of course.

There is a section of the pits that we propose to fill before laying out the matting donated by the Albury club.

The following group of photos were taken on Sunday June 30th



There's a depression along the pits that we reckon will take a couple of cubic metres of granite sand to fill before the replacement matting is laid. (Near photo centre)



The low point of the east/west runway which will always be wet after heavy rain so nothing can be done – live with it.



Another shot of the low point at the western end of the east/west runway.

During the first week of July we were notified by the farm manager that he was putting sheep and cattle back in the paddock. Apparently with all the rain it has been good for growth of the rye grass sown a few weeks ago and therefore feed for the stock.

That being the case, we called a mini working bee on Sunday July 7th to erect the electric fence once again. Yellow painted plough discs are placed over the holes that the fence posts are dropped into so it was a matter of getting all the star pickets and cable out of the container and going around the perimeter inserting the posts and hanging the electric fence wire. We then drop sections of the fence down as the need arises. Depends upon what is being flown on the day, wind direction etc.



The pickets were on the cart being towed by the John Deere mower and placed in the holes around the field perimeter.



Ricky was getting in some practice with his drone also.



Looks like Nick's trusty old Boomerang too.

The following Sunday (July 14th) it wasn't good weather but I ventured out to the field. Ted was already there, so we had a couple of cups of coffee and "shot the breeze" somewhat.

It was interesting to note that the electric fence was keeping the sheep out and they were walking along the outside of fence as well. Either the fence was erected better this time or the wet ground makes it conduct and more effective.

Sunday July 21st turned out a really good day weatherwise and club wise with many members turning up. We had a BBQ lunch using the snags & onions leftover from the Bunnings sausage sizzle fundraiser on the preceding Friday. Peter Evans volunteered to be chef for the day which was much appreciated.

It's the day Max had his DH88, Glenn the Aeronca, both of which were covered at length earlier on in the column *New Models seen at Field*.

Glenn also brought out for an airing his tiny OS15 powered Hawk which he used to fly years ago. He got Alan to fly it as he is more used to hand launching and small models. I filled the tank which is only a thimble full – a bit different to my thirsty OS200FS in the Stearman. After a bit of fiddling about it started and ran okay – it hadn't run for several years.



The Tx gives a clue to the Hawk's diminutive size.

Out to the strip with Alan at the controls (using Glenn's old Futaba 36MHz radio, remembering to pull out the aerial). The engine was doing all it could which didn't seem like much, Glenn gave it a gentle launch and off it went like a Bondi tram with Alan at the controls.

Alan flew the Hawk around putting it through its paces until it ran out of fuel. Actually it flew very well although it looks a handful.



Ready to launch with Alan at the controls.



And away... Glenn looks so athletic there!!!



And the Hawk soars skyward for the first time in several years.



After flying for four or five minutes the engine ran out of fuel, so without further ado, landing was next.



Just made it over the edge of the strip. (Those two lines you can see are the electric fence laid down.)



And down safely. Well done Alan.

The photos are frames from the videos I took of the launch and landing. I had a hard time finding it on the screen coming in to land – should have used the viewfinder but it all happens very quickly.



Tips & Tricks

Once again few more interesting YouTube clips arrived on my phone over the last month which I thought may be of interest.

Watch "**Pilot Rc Factory**" on YouTube

https://youtu.be/B_QLuQc5v9U

Watch "**Taildraggers vs. Tricycle gear**" on YouTube

<https://youtu.be/q5trygRQaV0>

Watch "**GIANT 1:6 scale Radio Controlled (RC) Lockheed SUPER CONSTELLATION TWA 'Star of America' AIRLINER**"

on YouTube <https://youtu.be/P6KSZaE0wIY>

Watch "**The Rise and Fall of the Japanese Zero**" on

YouTube <https://youtu.be/X0Mu4jJ0S0s>

Watch "**Giant rc-model of Su-57**" on YouTube

<https://youtu.be/j2bTVgakzeY>



Events

Indoor flying at Haddon Hall – July 3rd

Here's a few happy snaps of the event held on Wednesday 3rd July. There was only a small rollup, I'm not sure what happened on the last event held on 17th July.



Graeme with drone and Alan with 3D aerobatic model were taunting each other until they finally had a mid-air collision. The rotor blades sliced the wing leading edge and forced Alan's down. Not to be outdone, Alan took off again to resume the challenge.

Sausage Sizzles Bunnings Ballarat – July 5th & 19th



During July we had two very successful fundraiser events running the sausage sizzles at Bunnings Ballarat on Friday 5th & 19th July. As to be expected trade is nothing like a Saturday or Sunday but still well worth doing. We made profits of \$870 and \$670 respectively giving a combined total of \$1540.

The first Friday was more profitable than the second and I think attributable to being in school holidays. Weatherwise we were extremely lucky on both days being blessed with lights winds and mild winter temperatures.

The second event was supposed to be on the previous Friday (12th) but we were asked by the Bunnings activity organizer a couple of weeks prior to swap with a NAIDOC group because it was NAIDOC week. As it turned out that was our good fortune because the weather was terrible with rain and strong wind.

The other consideration was the opening of the second Bunnings store in Ballarat at Delacombe. It apparently opened on Friday 19th July the day of our second BBQ. Who knows what effect that had on sales and what it will mean in the future. The Activities Organizer said we have to register with one store or the other which will be a decision to make very soon.

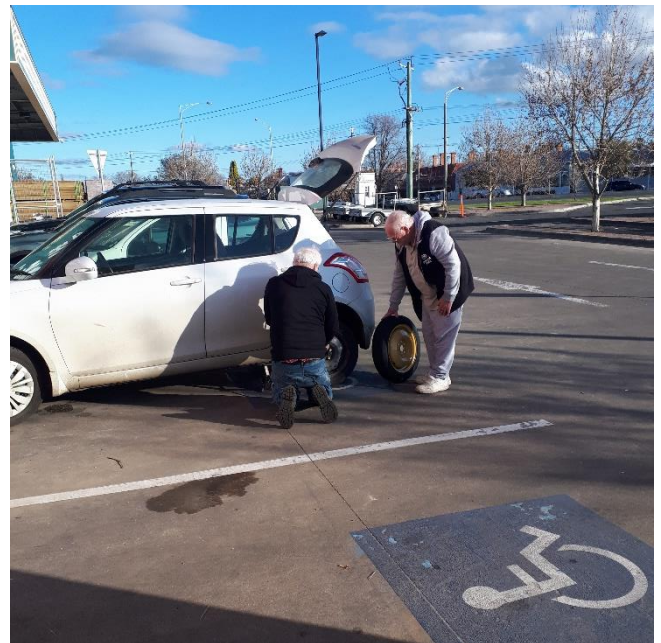
Here’s a few photos from both events.



Good to see members enjoying themselves. L to R. Peter Weston, Fred Eggleston on onion detail and Jeff Dowsley chef.



Many customers comment on our sausage holder rack to which the standard reply is “It was made out of used sewer vent pipe, cleaned of course.”



I (Roger) noticed a Suzuki had pulled up alongside the gazebo with a flat rear left tyre and notified the driver sitting in the car. He was unaware and started to change the wheel. Ted, whose wife drives a similar vehicle could also see the guy didn’t know where the spare was, went over and kindly lent a hand. The driver was very much appreciative of the help and came over for a sausage. Hard way to make a sale!!! Ted said there was a screw or nail in the tyre.

And a few more pics from the second event. It was quite sunny when I took the snaps and light combined with shade has made them a bit wishy washy.



Murri (centre) was rostered on for the midday shift as was Chef Jeff.



Nigel, Jeff and Graeme at the helm. Nigel was on during the afternoon. Graeme and I were there all day. Glenn and Max were rostered on during the morning shift.

They are long days but financially well worthwhile.



Coming Events

Indoor Flying at Haddon Hall – 2019

Don't forget the indoor flying at the Haddon Hall is held on the **first** and **third Wednesday** of each month, 7pm to 9.30pm.

The upcoming dates are August 7th and 21st.



Event Calendar

July 5th (Fri)	Sausage Sizzle – Bunnings Ballarat
July 3 rd (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI.
July 17 th (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI.
July 19th (Fri)	Sausage Sizzle – Bunnings Ballarat
July 24th	BRMFC AGM Eastwood St Leisure Centre
August 7 th (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI.
August 21 st (Wed)	Indoor Flying at Haddon Hall 7 - 9:30PM – BAMI.
Sep 14 th /15 th	Shepparton Mammoth Scale Fly In – VRF
October 20th (Sun)	Len Astbury Fun Fly – Trawalla, BRMFC
Nov 1 st – 3 rd	MossKosh Annual Fun Fly – Ararat & DAC
Nov 1 st – 3 rd	Scratch & Kit Built Scale Rally – P&DARCS
Nov 23 rd /24 th	Fun Fly & Swap Meet – HMAC, Hamilton
Feb 22 nd /23 rd 2020	Leura Fun Fly – Camperdown
Mar 8th	Fly-In – Trawalla, BRMFC
Mar 21 st /22 nd	Warrnambool Annual Fun Fly – WMAC
March 22 nd	Monty Tyrell Scale Rally – P&DARCS

See the [VMAA Calendar](#) for all Victorian events.

That's all for now. Good flying.

G.W & R.C.