PRESIDENT’S REPORT – OCTOBER 2013

We had 2 big events this month. Bunnings sausage sizzle and the Large Scale Racing as reported on our web site.

Once again thank you to all members that helped at these events

At the sausage sizzle we sold:- 29.5 Loaves of Bread, 12Kg of Onions, 90 Cans of soft Drink, 624 Sausages. Sorry 623 Sausages sold, one dropped on the floor. Well done guys.

We have started mowing with our first mowing at the club on September 28. The big mower was a non-Starter with no starter on that day, but thanks to Declan Thomas, Ian Heather and Garry Schmedje we got one strip and most other area’s cleaned up. Then on the 12th of this month we did a second cut with the both mowers and a wiper snipper and got both strips cut. Thanks to Alan Uren on that day.

I have some new Ribbons on the way for the wind sock and should have them up by our next club event, Task A Glider on the 3rd November. For more details on the Task A event contact Terry Passalaqua.

Safe Flying
Andrew Thomas. President. (AUS 5567)

SECRETARY REPORT POST 30th SEPTEMBER 2013 MEETING

No news is good news they say – I was on holiday so I missed the meeting and I usually tape it so that I can refer back and get things right. On receiving the tape I could not find a word on it so I assume they were discussing the Sec’s absence. The notes that I have only reflect discussions and organising of upcoming events and functions, other reports on competitions are included in the newsletter. Mention is made (complimentary I hope) re John and the website, Noel and the newsletter along with Ian, Declan Thomas and Gary mowing the field. Enjoy the rest of the newsletter folks.

Alan Uren Secretary 5441 8528 or Secretary@brcac.asn.au
WOT’S COMING UP  with Dam Dairy

<table>
<thead>
<tr>
<th>Date &amp; Day</th>
<th>Event</th>
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<tr>
<td>Monday 28th October</td>
<td>Club Meeting</td>
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<td>Lockwood Rd</td>
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<td>Kangaroo Flat YMCA.</td>
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<td>7.30pm Start</td>
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<td>Sunday 3rd November</td>
<td>Glider Competition – Task A</td>
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<td>Marong Flying Field.</td>
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<td>1PM Start</td>
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<td>Saturday 23rd November</td>
<td>10th Anniversary State Field</td>
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<td>North Flying Group.</td>
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<td>9:30am Start</td>
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REPORTS ROUND UP. OCTOBER 2013.
LARGE SCALE RACING. 19TH-20TH OCTOBER.

We have added a trial event to our racing, that being Goodyear racing or otherwise known as Formula One Racing (F1), this was flown on the Saturday arvo, with most aircraft being the "Nemesis Racer" with one Cassutt racer and Sundowner (Shoestring look alike) racer.

Steve Davis flying the Sundowner had troubles in the first race, but from then on no one could catch him, and he took out the first place with very good times on the score board.

Sunday was time for the Redball 120/30 class and the GRT Texan race. This year we had Andy Ward from Kyneton club racing for the first time. I and he did very well, if fact he won the event, well done Andrew.

The Redball class has or will be overrun with the 30 size petrol engines, the pilots have the petrol really running nicely now, and it showed in the results with the petrol’s taking out the first four placing’s before the OS 120 shows up.

Results

<table>
<thead>
<tr>
<th>President: Andy Thomas</th>
<th>Vice-president: Graeme Beagley</th>
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<tr>
<td>54473291</td>
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<td>Secretary: Alan Uren</td>
<td>Treasurer: Barry Thomas</td>
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<td>54418528</td>
<td>54417916</td>
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<tr>
<td>Website: <a href="http://www.brcac.asn.au">www.brcac.asn.au</a></td>
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</table>
F1

First Place  Steve Davis  Bendigo
Second Place  Cliff McIver  Melbourne
Third Place  Steve Green  Melbourne

Redball 120/30

First Place  Byron Simpson  Gosford
Second Place  Rick Johanssen  Geelong
Third Place  Murray Ellis  Geelong

GTR Texan

First Place  Andrew Ward  Kyneton
Second Place  Leigh Kellock  Shepparton
Third Place  Rob Popelier  Shepparton

Thanks to all the Members who came to help or watch, thanks to the Pylon Judges, Canteen Staff, Time Keeper/Recorder, Race Starter and the photo boys for your help and assistance, it’s appreciated. Without all of support the racing can’t take place, so thanks again.

Report by Les Davis

**BUNNINGS SAUSAGE SIZZLE. 6th OCTOBER 2013.**

An excellent day but with a very slow start with daylight saving coming in and I think most people putting their clocks on after a normal sleep in. This year we also had the opportunity to promote the Club with a display stand inside Bunnings next to the DIY area, and we also had sufficient volunteers to be able to swap around and have that short break when needed.

At about 10.45am we had so many sausages cooked, and no customers, that the word ‘disaster’ was heard, but by 11.15am that had changed to ‘Chaos’ and it just kept going.

A great job by all the boys in the catering crew and Jack who kept cycling between the BBQ and the display stand.

Ernie settled in early at the Display stand with his favourite chair and thermos. He was busy answering questions and handing out info on the Club all day. We had the Club laptop running a slide show with about 600 photos on the stand and thanks to Billy for assisting with going through his archives and sorting most of the pics, and Matt for suppling some from the Pylon World Champs photos.

Brian’s ‘dirty old mid 50’s control liner’ on loan for the day attracted a lot of attention with the usual ‘I can remember when!!!’ and then the discussions would change to the current RC models with a few kits under the table to show.
Along with the excellent support of the Bunnings Staff, my thanks to those helpers from the Club who worked or assisted one way or another to make this a very successful day - Jack A, Steve D, John N, Graeme B, Ernie C, Garry S, Terry P, Barry T, Montana D, David M, Bill M, Andrew T, Matt Y, Brian D.

Report & Pics Alan Uren.

**SCANNER RACE. BACCHUS MARSH 19TH-20TH OCTOBER.**

Our Bendigo Member Matt Young, went down to the Scanner Race held at Bacchus Marsh with his Scanner to try and win as he did here in Bendigo six months ago. What a mixed bag he had, after having a mid-air and losing a tail plane and fin (sound familiar) and surviving without any extra damage, he then cut the damage section off his scanner, then found another Scanner that had crashed still with the tailplane intact, removed that one and glued it onto his aircraft and went back to racing.

So how did Matty finish at the end of the races, would you believe he had the most/best scores on the scoreboard and was given first place. Well done to Matty. First prize was a Hitec 9 ch radio. So Bendigo cleans up again. It shows how our simple competitions do bring out the "skills" in our club members, it seems to happen on a regular basics, just in case you haven’t noticed.

Report by Les Davis

**TIME FOR A LAUGH**

Reportedly, a woman was flying from Seattle to San Francisco. Unexpectedly, the plane was diverted to Sacramento along the way. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes. Everybody got off the plane except one lady who was blind. A man had noticed her as he walked by and could tell the lady was blind because her guide dog lay quietly underneath the seats in front of her throughout the entire flight. He could also tell she had flown this very flight before because the pilot approached her, and calling her by name, said, "Kathy, we are in Sacramento for almost an hour. Would you like to get off and stretch your legs?" The blind lady said, "No thanks, but maybe Buddy would like to stretch his legs." Picture this:

All the people in the gate area came to a complete stand still when they looked up and saw the pilot walk off the plane with a guide dog for the blind! Even worse, the pilot was wearing sunglasses! People scattered. They not only tried to change planes, But they were trying to change airlines!
**VMAA STATE FIELD 10TH ANNIVERSARY. 23RD NOVEMBER.**
A big day is planned for the 10th anniversary on Saturday, prizes and give-a-ways to help celebrate this milestone. Starts at 9.30 in the morning, so if you’re going, go early and help them celebrate, don’t forget to take an aircraft and enjoy the food and drink celebration.

**Andy’s Scrapbook.**
More exciting information from Andy’s Scrapbook. Check it out.

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**TUESDAY, JANUARY 12, 1988**

*ABOVE: Glenn Weeks, a member of the Bendigo Radio Controlled Aircraft Club, came home with two placings from the recent Model Aircraft Association of Australia’s national championships.*

The championships were held at Richmond, NSW.

They are held each year in a different state to establish Australia’s top model aircraft and flyers. Categories range from indoor events, control line, free flight, scale models to helicopters and seaplanes.

Glenn entered the stand-off scale section with his Moth Minor and finished a creditable third. Two other Victorians — Ian McPherson (Spitfire) and Barry James (Thunderbolt) — filled the first two placings.

Glenn entered other aircraft in FAI scale and Old Timer sections; but the competition was too hot!

The final event was the seaplane category with Glenn flying his Spinks Akromaster. The Bendigo flyer won this competition.
Little Bit of Goss ... From the flight line / grapevine.

MAAAA Memberships.
(This item was found in a MAAA newsletter)

From the MAAA Secretary Kevin Dodd - 2012-13 Membership

At the close of the 2012/13 membership year, 10,815 members were registered with MAAA. This represents 99.40% of the total renewals, based on 2011/12 figures. In member terms, this is 62 members fewer than this time last year. Of this number, 1,204 were new members or members who were returning to model flying after some years' absence.

I welcome these new members and congratulate our clubs who work hard to promote model flying in their communities and in doing so, attract and support those who are new to the sport. 9,590 members renewed their membership with MAAA and this represents the highest percentage of renewing members for quite some years.

Epoxy Glues.
If you can open this web site U-Tube film clip (http://www.youtube.com/watch?v=9EjRqJrkuo) you'll find some very interesting info on what and which epoxy to use for repairs, building and finishing off your aircraft. It's worth a look believe me, there was things I didn't know about epoxies, for example - not all epoxies are waterproof (news to me).

Planes without a pilot.
So what, we've been doing it for over 30 years, maybe not as large as this one, but mighty close.

For the first time ever, a Boeing-modified F-16 flies without a pilot in the cockpit from Tyndall Air Force Base in Florida. Called the QF-16, the plane will serve as a full-scale aerial target for pilots and other military units to greatly enhance training. As a pilotless F-16 roared into the sky last week at Tyndall Air Force Base, Florida, members of Boeing’s QF-16 team and the U.S. Air Force celebrated.

The flight represented the first unmanned QF-16 Full Scale Aerial Target flight. Put another way, fighter pilots now have an adversary for which to train against that prepares them like never before.

Two U.S. Air Force test pilots in a ground control station at Tyndall remotely flew the QF-16, which is a retired F-16 jet modified to be an aerial target. While in the air, the QF-16 mission included a series of simulated manoeuvres, reaching supersonic speeds, returning to base and landing, all without a pilot in the cockpit.

“It was a little different to see it without anyone in it, but it was a great flight all the way around,” said U.S. Air Force Lt. Col. Ryan Inman, Commander, 82nd Aerial Targets Squadron. “It's a replication of current, real world situations and aircraft platforms they can shoot as a target. Now we have a 9G capable, highly sustainable aerial target.”

Prior to the QF-16, the military used a QF-4 aircraft, which was a modification of the F-4 Phantom, a Vietnam-era fighter. The modified QF-16 provides pilots a target that performs closer to many jets flying today.
The QF-16s were all retired aircraft. Boeing retrieved them from Davis Monthan Air Force Base in Arizona and restored them for flight.

Next up, live fire testing moves to Holloman Air Force Base, N.M. The military will ultimately use QF-16s for weapons testing and other aerial training. So far, Boeing has modified six F-16s into the QF-16 configuration.

By Robert Sterling

**BRCAC Club By-Laws, as amended 26th August, 2013 (Part 5).**

Just have a quick read of these next three (3) bylaws, so you can say, "Yes I've read them"

BRCAC Club By-Laws, as amended 26th Aug 2013 (Part 5)

13. All pilots have the responsibility to ensure that the flying field is left clean after any activities, including those who have been involved in an accident.
14. The consumption of **ALCOHOL is PROHIBITED**, as this can "nullify" any insurance.
15. There shall be no flying of ANY POWERED AIRCRAFT (including ELECTRIC POWER) on days of **TOTAL FIRE BAN**.

**VMAAA Newsletter.**

This item was in our last VMAAA newsletter.

**FLYING FIELDS**

We, at the VMAAA do not think that anyone would argue that the most important matter is the use of a flying field from which to function. With this in mind the MAAA has a policy of supporting State Associations and Clubs to Acquire suitable properties to go some way to guarantee the future of Aero-modelling in Australia.

In Victoria we have a number of Clubs that have secure tenure because they or the VMAAA own the property from which they fly and operate.

These Clubs are Pakenham and District Aircraft Radio Control Society; Sale and District Model Aero Club; Valley Radio Flyers; and Twin Cities Model Aero Club. Each of these Clubs hold their property through various arrangements, but they all have one thing in common. A person or group of persons committed themselves to finding and then putting together an arrangement from which their local Club could secure their future and tenure.

VMAAA would like a local club to investigate in their local area and see if there is any suitable property that could be used as a flying field. It may be that the first proposition is rejected, but without some effort from the local Clubs there will be no permanent flying field established.

It would be difficult to give you any criteria to assist in your search but the flying site must be of a size to allow multiple discipline use, and also not likely to be swamped by suburbia in the short term.

So, the challenge we at the VMAAA would like to issue to all Clubs is to locate a site; put together a proposition; submit it to the VMAAA and be prepared to argue your case. If at the end we can agree on the concept we will work with you to put together a finance package that will bring the dream to reality.

From Your VMAAA Committee.

Can you please give the above some consideration, the MAAA have plenty of money, and it would be nice to have a permanent, permanent, permanent, home for our club, instead of a semi-permanent home that we currently have, which is fine in the short term, but the cost of dirt is not getting cheaper. They're not making any more dirt, so the longer we wait the more expensive the dirt gets, time to put your thinking caps on!
Glider Day. 3rd November 2013.
Terry Pass is CD’ing the Task A glider competition on the 3rd of November at 1pm start time. Any glider that can bungee launch, fly for six minutes and then land as close to a spot landing circle. Lots of fun if you have a glider, if not come and watch or time. Remember Sunday the 3rd of November.

Snakes - Snakes.
Last Saturday just up the road from the flying field was a snake on the road. Although dead it is a timely reminder to be aware that the warm weather is here and with it comes the Joe Blakes. A little bit of awareness can keep us safe. Please don’t go out in the grass areas with your “bloody thongs on”. It’s best to leave snakes alone, as the hospital is more than 30 minutes away if you get bitten by one of the buggers.

Editor Note.
How good are those mighty Hawks. 😊 Well done to the 2013 AFL Premiers. Looks like the best team did win.

Wise Saying.
Aeroplanes have expiration dates. It’s just not printed anywhere on them!

Is this a take off, that’s not just RIGHT, Or a landing that’s gone WRONG. I wonder what the pilot said, "WOOPS, OH S#!T!"

(Update for you, the pilot did survive, but the aircraft didn’t, it was making a landing)

Seven AT-6’s.
You want a little bit of history on the aircraft known as the Texan, the correct name is a "Harvard", but also known as AT-6 trainer, and the version of the Harvard that was made in Texas got the nickname of the Texan.

Used as a primary trainer during WW2, it is said that any pilot who could handle a Harvard could fly any aircraft, they were great aircraft to fly but a bugger to land.

It’s that time again, has the fuel run out? No the ink has run out, so my computer says it’s time for a refuel before the crash

"LANDING"