



## Mt Wallace State Field - Home of BMMAA

Edition 36 Web Site: [www.bmmaa.net.au](http://www.bmmaa.net.au)

**BMMAA**  
**Inaugural Float Fly-In**  
**Spectacular 15 Sept 2019**

*To be held at Mount Wallace State Flying, Field, Mount Wallace.  
 All MAAA Members are welcomed. Gates open at 8:00 am,  
 Flying to start at 9:00 am.*

Facilities available with canteen operating on the day.  
**\$10:00** Entry to fly. Automatic entry to raffle. Drawn at **3:00 PM**  
 Come and joins us for a great day of float flying at beautiful Mt Wallace.

All pilots must have either a current FAI card or club receipt as proof of being a full financial member of the MAAA/VMAA. Any model above 7 kg or over will need to show a current permit.  
**No FAI card or receipt, Sorry, NO FLY**

Plenty of prizes to be won.  
 Please contact Ken or Les if you are coming along for catering purposes.  
 Canteen open from 9:00 am

If you need further information, please contact  
 BMMAA CD; Les Spaitman on Mob: 0418 405 549,  
 Email [Please Click Here](#) or  
 BMMAA President, Ken Mollison on Mob: 0408 998 688,  
 Email: [Please Click Here](#)

### So Its on.....

This will be our first float fly in at Mt Wallace and it has been put out in the big wide world for all to see. By the interest the club has received, it is shaping up to be a great event and once again we can showcase what we have and achieved as the host club.

The field at the moment is a bit wet (well it is winter) but the ground is holding up well. A few days of no rain, the ground will be fine once again. With that said, our lake is looking fantastic with the photos speaking for themselves.

The word has gone out via social media and VMAA calendar. The flyer will be in the VMAA Bulletin.

The interest is high as the field offers a fantastic opportunity to have not only a float fly in, but many other disciplines.

The weather can be a hit and miss, but that is life. This will be major so please lend a hand and support your club.

**President**  
**Ken Mollison**

Next meeting will be held at the RSL Hall on Wednesday 11 September 2019, starting at 8:00 pm.  
 This will be our first for the year so please come along and be part of the conversation and discuss Club business and any up and coming events. **Please come along and provide input and ideas.**

Remember to slip, slop, slap over summer  
 New pilots boxes are available so give them a go



## *From the President.....*

Thank you to all that took part in our AGM in July. I am happy to be part of the executive committee once again for the next 12 months as your President. After my first stint as president, I did mention that I would not take up the position again. To have new blood or a new perspective is healthy for the wellbeing of the club. Understand not everyone is keen to take up the reins of a committee position, but without an effective committee of management leaves the club in a position that is not effective to keep what we have or helps our course to grow as a club.

With the above in mind, I like to welcome the new committee that has put their hands up. The next 12 months will be interesting as we further develop our field. With power and water connected, we should see a better summer and keep our field looking great. We do have several other items to be addressed, but as we have been saying from the beginning, without the main runway, we have no club. It is and will continue to be our main priority. The club has seen some new and old club members join the club this year. Welcome to all. We hope you enjoy the club and what it has to offer and be part of making our field the best it can be. The beauty of our field is, we can fly many disciplines comfortably and enjoy wide-open spaces.

In conjunction with the runway, the amenities (toilets/showers) are on the way with architectural drawings nearing completion. We can then determine the approximate costs in building the facility and approximate timelines for completion. The building, of course, hinges on funding and what the VMAA will provide to us to complete this major piece of infrastructure. Watch this space.

As spring approaches, fertilising, aeration, and reseeded to enhance grass coverage on the runway will become main must-do tasks. With water now being available and an automatic timing system installed, the resilience of the runway over summer should be far better. No doubt the field is attracting more attention as we develop what we have. There are several Special Interest Groups (SIGs), looking at holding events at the field. We've been lucky to have a couple of events held at the field already which have been successful and generated valuable funding.

On the 8 September, the Radio Control Glider Ass (RCGA) will be holding their F5J competition. The last glider competition held at the field was successful with many visitors impressed with the field and the potential for the future. There were a few visitors during the day, which was pleasing to see. Thank you to those club members that assisted with the BBQ and preparing the field.

Float Fly-In

Our first major organised event for the club after a couple of attempts cancelled due to weather. The event will be the first for the famous Mt Wallace lake. The lake is not full, but it is getting close with plenty of water to hold this event. There has been plenty of interest from many quarters, and we should see a good turn up. There will be canteen facilities for the day and a raffle draw organised for the day.

The event will have a \$10 entry fee and includes a raffle ticket. Drawing of the raffle is scheduled for 3:00 pm



*The landlord, Mr Bob Hawk  
..... Still boss...and watching your every  
move...*

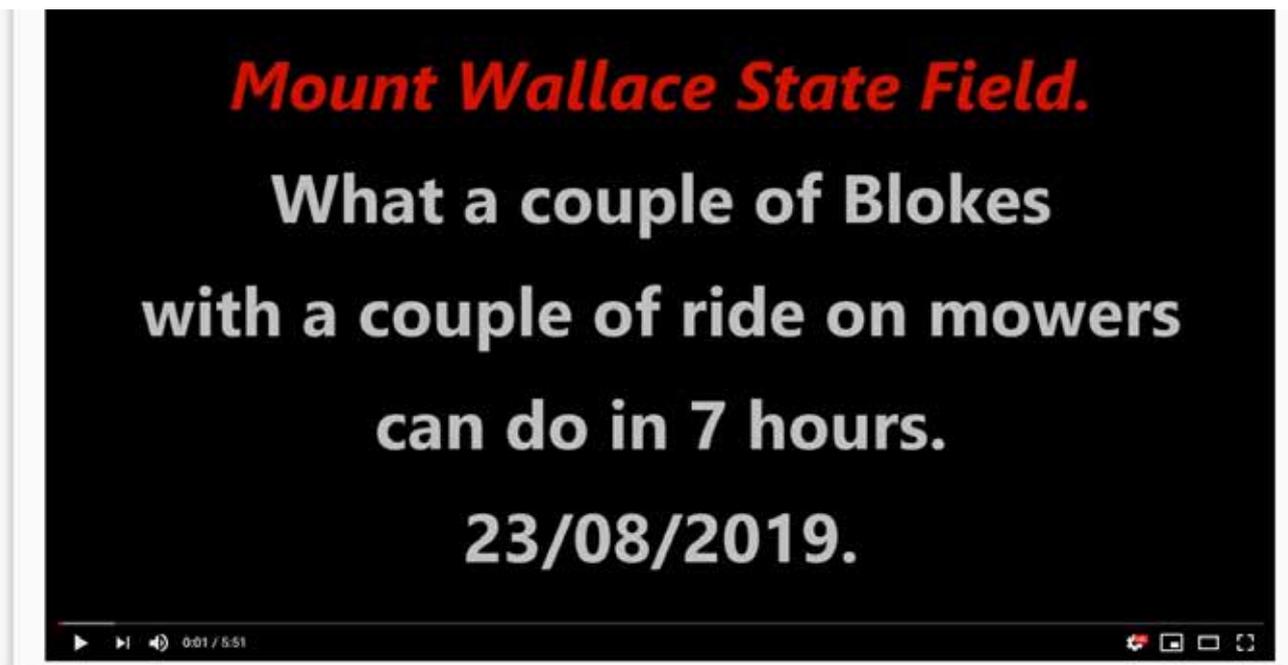
**Help the Club and Committee and make yourself available during events and activities. It all helps**

with several prizes on offer that have been provided by several sponsors. Field gates will open from 8:00 am with canteen, and a BBQ available on the day. Visitors are welcome to attend.

To make this event a success, we need help with the canteen, BBQ and traffic management, so the committee is looking for volunteers to help. If you are available, please contact the Secretary, Syd Histed. The help is appreciated as this will generate valuable funding for the club.

Enjoy the newsletter as this has been a first for a while. We will try and provide a more regular edition as we move along. Unfortunately, workloads have got in the way of our editor. Until next time, fly safe, fly your model in front of the pilot's box, stand behind the pilot's box and have fun.

*President*  
*Ken Mollison*



*The field is looking great, but as we know it does not just happen. Thank you to Ken Mollison and Michael Whelan in preparing the field for the couple of events we have coming up. Fantastic effort. Click on the photo to see the work done.....(Video by Michael Whelan)*



## Working Bees

*Working bees will be coordinated by the Committee and are normally held on Sunday after the Club Monthly Meeting starting at 9:30 am. Additional working bees maybe organised based on need. If this is changed or cancelled, you will be notified via email as soon as possible after the meeting.*

*Thanks*  
*Ed*

## *Editors Round up. August 2019*

It has been a while since the last newsletter, but my workload has been full-on with the VMAA and area approvals with a couple of clubs grounded due to not having the right paperwork or more importantly, not having the established relationship documented. But I am happy to say the clubs are back up and flying, enjoying what we do best.

Trying to do simply modelling itself has been a challenge with so many things on the go. Good to see a few new faces at the club with some other re-joining. I am sure there will be a few more this year as the field continues to develop its infrastructure. The next 12 to 18 months will bring to life the potential of the field. The weather has not helped latterly as each weekend is a hit and miss affair for flying at the moment. But life goes on as many prepare their models for Spring or do some maintenance. On occasion, there the big yellow thing in the sky has enticed a few of us to venture out and take the opportunity with various degrees of success.

On the other side of the coin, the rain over the past couple of months has certainly provided welcome relief for several reasons. One being our lake slowly filling up and a nice tinge of green appearing all over the field. Michael Whelan once again has taken some excellent photos which will see in the newsletter over different periods. One thing is for sure; it can only get better.

At the Club AGM in July, an agenda item was tabled in regards to a club name change. There are several reasons why this should occur the main one being the ability to submit applications for grants. These grants come for the various quarter but have the name that reflects the area we operate in has its advantage. Everyone at this meeting seemed positive and the process what started to what was entailed to make the change.

In our meeting on August 2019, it was tabled what needed to be done with the process not being difficult at all with a cost of \$26.50 for Consumer Affairs to change our name. With that in mind, it was tabled that the club name is changed to:

Mount Wallace Model Aircraft Association (MWMAA). The new logo followed this that Michael Whelan put together, which you can see in the newsletter. I think both items are good for the club as we look at a new chapter in the history of the Martians. It was also tabled and discussed the history of the club would be recorded and placed, eventually, in our new clubhouse to be on the show. Club history is important and should be kept as it provides a glimpse into yesteryear and how the club evolved.

So exciting times ahead as we move along. We have plenty to do, and as a club, we will achieve our goals. Remember, the club is us; without us, it is just a name.

*Ed*



## NEW CLUB LOGO VOTED IN...

*At the last meeting, Michael Whelan tabled a new logo incorporating the new name for the club. The new name was voted in and now the logo is official.*

*Just waiting to finalise the requirements with consumer affairs to start the process of changing over.*

# VFSAA SCALE EVENT - P&DARCS

## 31 AUGUST 2019

Article by: Ed

Photos: Keith Quigg

The past weekend I was able for the first time in a while to compete at a VFSAA event. P&DARCS (Pakenham) was the field of choice for the single day event. I was looking forward to using the Sbash 342 in the competition and see what I could do with the model, but more importantly, what I could do at the end of the controls.

The weather forecast was for sun and light winds, but I think the weather bureau forgot to mention that to Mother Nature. It was sunny, and it was nice to be outside enjoying the rays, but the wind was not steady. It was not a strong wind but was all over the place.

Without further a due, I set up the model, fuelled up, started up to check all was ok as I waited for my turn. There were 15 pilots in the flying-only category, which is a fantastic turnout. We were light on for F4C and F4H as a few pilots in these categories could not make the event. So, with judges ready, we started off starting on the main runway but moved to the alternative runway

as the wind changed direction after three pilots flew in a crosswind. The beauty of

P&DARCS is the three runways that it has operating and the ease of changing from one to the other.

My turn came up soon enough, so with the help of a caller, I prepared to start my routine. With the wind sort of down the alternative runway, I eased up on the throttle only to have the model jump into the air in a very short distance. No good when you didn't have a lot of ground speed. After a gasp of breath, it settled and off we went. The model handled the wind very well with the SV56 cc motor running beautifully.

I knew straight away I had not flown for a while as my movements, were



Beautiful day at the Pakenham field. Clear skies and sunny day. The wind was the only downside..



Harrison Ritter received the encouragement aware. Great to see a junior at the comp.

Remember to slip, slop, slap over summer

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Sbash takes to the air. Looks good in the air and handles very well. Looking forward in taking her out again..

not flowing and missing a manoeuvre due to poor positioning did not help. But I managed to get through the routine and achieve a reasonable score. The second round, I was more settled and managed the model a lot better. The scores reflected this, and after all the flying was said and done, I managed to reach fifth. Happy with that.

Overall, the Sbash went very well with no bad vices or unexpected issues, better still, it went home in one piece and no damage. I am looking forward to flying in the next competition, but what is needed is more practice and after that, more practice.

There were several different types of aircraft competing in various sizes. The challenge on the day was the wind, but we all were in the same boat and success varied. The heavy models managed to handle the conditions better as they were able to penetrate and remain stable for most of the time. Hope you enjoy some of the photos of the day taken by Keith Quigg who flew as well and achieved 3rd on the day. Good job.

Ed



Rob MacDonald Cessna 152 did a great job. Came second overall.



Candid Air above with a Donnier right were just a few types taking part in the event.



# Gliding at Mt Wallace

Article by: Mark Peterson

Gliders have made an impact at the field with a couple of event this year already. One was just a get together of glider pilots as the photos elude to with other coming along for a fly or having a look. This was



a impromptu glider aero-tow in early Jan and using Facebook as well the fly in was great success. It did not take long for word of month helping things along nicely. With little warning, Mark and Annmarie gathered the BBQ leftovers



in our freezer from past club BBQ's and managed to make a tidy \$120 profit for the day. Better still we had great feedback and even some positive mentions in one for the local model magazines. Stay tuned as we have been asked to hold regular glider



events in the future. For those that couldn't make it and know there was little notice the pictures in the newsletter convey the great time. We also managed to get the remaining section of phase 1 of the watering system installed and working manually so green grass is looking a future reality. However, on a sad note the club experienced its first attempted theft at Mt Wallace with thieves



cutting our power cables with the view to extract the copper cores. Fortunately, our power cables aren't copper so their efforts where in vein but has left us with a repair bill and no power until fixed.

Our Bunnings BBQ fundraiser was effected by the hot weather and our takings this time where a lot lower than previous occasions but still bought in much needed funds. Thanks to those members who helped out in the trying conditions and especially Sausage Man Syd who soldiered on thru the heat and finished the day a shadow of earlier self.



We will have other events coming toward Mt Wallace will see more activity at the field so dust off and prep your models.



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## Enjoying Modelling at Mount Wallace State Field

*Article By: Ed*

*Photos: Michael Whelan*

With two models that needed to be built, I was lucky enough to have Garry Thiele help build my Sbash and Ken Mollison who assembled the Xcalibur jet.



Take off was smooth and gentle. Kept an eye on any free flying covering. But all good.



With initial issues with the right wing covering, the Sbash took to the skies with grace. No real vices and minimal trim adjustment lead to great flights. Still getting use her but looking forward in flying the next scale competition that is coming up.



the downward leg, there was a loud “pop” as the model came past. “What was that...”

As we looked towards the model, we could see the right-hand wing covering separated from the wing frame. Not good, but surprisingly the model remained reasonably stable and continued to fly. I slowed down completed a circuit and preceded to prepare for landing. As I approached the runway, the Sbash remained

The Sbash would be my first model to test fly for a while but was looking forward to going out to Mt Wallace and putting her in the air. After checking the CG for the final time and making sure all the nuts and bolts were tight and ready to go. The day we decided to go out was calm with a few clouds around but nothing too taxing. The Sbash is easy to put together, and it was not long; I was ready to go. Being a heavy model (9.12 kg), Ken Mollison inspected model checking linkages, electronics and security of various components before he gave me a tick to move onto the next level..... Test flight.

At the starting bay, the motor (SV 56 cc) was a bit hard to start. Found out later the motor needs more throttle initially so the fuel can reach the carby. Once we had this sorted, the motor kicked into life, and we proceeded to check the throttle range, idle, transition and motor cut. All worked as expected.

Satisfied that all was good, the only left was to fill the tank up and give it a go. The motor kicked into life and settled down nicely as I taxied out to the centre of the main runway. Michael Whelan assisted me as Ken kept an eye on proceedings. A final run-up, point her into wind an away we went.

As I slowly gained momentum, the tail comes up, and she slowly lifted off with wings level. Comment from the back was nice to take off as I slowly turned to the right to complete the manoeuvre and to trim the aircraft. The model itself took one click of up and one click of right so all good so far. As I turned towards

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The pilot box was busy all day while Syd is preparing his racer for another flight. Look no sausages...!!!



stable as she touched down. No damage, but a big hole in the wing... Hmmmm.

On examining the model closely along the leading edge, I found the join for the covering was in the centre of the leading edge. No wrap around. The is flaunt with danger as it only takes a small hole/tear and the above can and will happen. But the model was in one piece and considering what had happened, flew very well. So that was the end of flying for that day.

Garry asked how it went as he was not at the field for the test flight. It was only in the air for about 5-minutes, but those 5 minutes were spot on... Allgood was the

call with no bad vices.

On arriving home and unloading, I went straight onto the internet to the Hobby King site to see what coverage they had. Matching the colour was important to give the model some consistency. I have tried different covering material over the years, and other club members have used the Hobby King product before. So why not as I needed to do something. With the help of Joe Buttigieg, I manage to cut two strips of covering to place of the leading edge and ensure it did wrap around. This sealed the edge very well and unless the covering tears should last for a while.

After using this covering, I can certainly recommend it. It is easy to work with, strong, shrinks very well and comes in 5-meter roles. The cost was also reasonable and arrived within three days from the Australian warehouse. So back in business.

Finished the wing and purchased some new decals to replace what was on the wing. The next opportunity provided an overcast day, but very calm. After speaking with Garry to understand a better starting up procedure on the SV 56cc, the Sbash was ready to go. This time at the starting box with the throttle set higher, starting the motor was a breeze. Completing the checks as normal we found ourselves in the middle of the runway ready to. As I opened the tap, the tail comes up, and she slowly lifted off.

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From there, straight into a circuit for some trimming adjustment and making sure all was well. The adjustment was minimal, and the model handled as good as I expected. So, a few more flight took place with minor adjustments to be done. Michael did the honours by taking some photos of the occasion so all good. Ken was happy with the model, and after completing certain manoeuvres, the model was signed off as a heavy model.

Overall, the model feels and looks good in the air and flies very well..... she is a keeper.

The Xcalibur is still yet to be test flown, but I am looking forward to taking her up. I know the model has been put together very well with Ken Mollison doing the work for me, which was greatly appreciated. I was fortunate during the build phase; the turbine was upgraded to the latest version. The upgrade enables the turbine to restart in flight, which is a fantastic safety feature. Nothing worse in hearing a turbine shutting down in flight. All I need now is a good day to go out and do some jet flying as well.

Have fun, stay safe...

Ed.

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## A moment at the Lake

As we know over the past couple of months, we have had some decent rain with Mt Wallace copping its fair share. Good and bad as getting onto the field can be fun being so wet and growing a few inches as you walk across the pit area and main runway.

But on the other hand, our lake is getting there and if you don't have a float plane, what should you do.... Get a speed boat of course. Have a look at the video below and you can see you can have a lot of fun, still doing RC modelling.

Lots of fun and entertaining to sit back and relax with something a little different....



Thanks to Michael Whelan as we took video for each other while we had some fun on the water.  
Will we do it again..... You bet.

## Mount Wallace State Field



### *26A Brisbane Ranges Road, Mount Wallace Update - 01 Sept 2019*

*The above photo is a great shot of the field. The lake looks perfect for a float fly in. The rain has done its job very well this winter and it is hoped it will remain this way fro most of the summary.*

*If you have any questions, please contact the BMMAA Secretary or a Member of the Committee.*

*Parwan is in the final stages of closing, We need one more working bee to complete this job. No doubt there will be fond memories of the place and now will be part of Club history.*





## MAAA Newsletter

The latest WingSpan newsletter is now available from the MAAA website. Go to [www.maaa.asn.au](http://www.maaa.asn.au) and have a read of the latest news from around the nation

*August 2019 newsletter is out.*

The newsletter and MAAA web site contains plenty of information and articles from a number of different areas.



## Ed's Tip Bits

If you are not sure of a safety issue, process or procedures, the MAAA MOPs provides valuable guidance and direction. It is up to every individual to become familiar with the MOPs. If you are not sure, don't make it up!!!! Go to the MOPs and find out.....  
It may save embarrassment later....

### **MAAA MOPs that you should read.....**

MOP001 - Accident Reporting

MOP055 - Alcohol, Drugs & Medical Conditions Policy

MOP018 - Night Flying

MOP027 - Award of Wings and Instructor Rating

Click on [here](#) to go to the MOP area of the MAAA Web Site

### **BMMAA Committee 2016/2017**

<b>President:</b>	Ken Mollison	(0408 998 689)
<b>Vice President:</b>	Michael Whelan	(0400 503 395)
<b>Treasurer:</b>	Mark Peterson	(0417 010 854)
<b>Secretary/Public Offr:</b>	Syd Histed	(0438 391 897)
<b>Contest Director:</b>	Les Spaltman	(0418 405 549)
<b>Safety Officer:</b>	Ken Mollison	(0408 998 689)
<b>Newsletter Editor/Web:</b>	Joe Finocchiaro	(0418 878 168)
<b>Committee Member:</b>	Annemarie Peterson	
<b>Committee Member:</b>	Joe Finocchiaro	