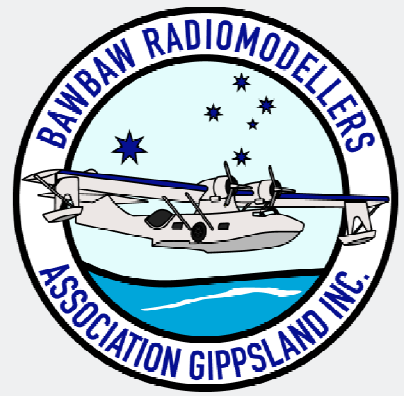


# B.R.A.G.



BawBaw Radiomodellers Association Gippsland Inc.



## NEWSLETTER

Club website: <https://www.bawbawrc.com.au>

NOVEMBER 2020 EDITION

## SUNDAY 1<sup>ST</sup> NOVEMBER

Sunday 1<sup>st</sup> November

A few club members turned up for a fly with Bob turning up with all sorts of things including an Argo !!

The pictures should give a better idea of what it is.

Bob proceeded to munch up some weeds with it, though I think he was just having lots of fun.



Bob's Argo





A collection of Steve's  
& Mick's models



Steve's Old Timer



Mick's first task was to test fly Steve's new electric powered Old Timer, all checks were done and the new model was committed to aviation.

Once trimmed and flying nicely the controls were handed to Steve once comfortable Mick then took a couple of pictures.



Mick then got Steve to practise some of the Bronze wing manoeuvres after a while Steve got a little disorientated and strayed toward the car park area with Mick now asking Steve if he needed help no reply so Mick now said if he didn't get back over the flight area he was going to crash into the trees, not much more of a response and the plane was now diving to the ground so Mick grabbed the controls and pulled the model up just before it plummeted into the landing strip.

Mick now realising there was no Motor reserves and struggled to turn the model back into the wind to land on the strip so had to land out from the strip thinking the model had just landed safely on the field but when Steve trudged out to pick up the model he found it had landed on some reeds in the water and had to stand in the water to get the model the speed controller was wet & that was the end of flying this model for the day.







Mick's Electric Powered Aquila

Mick not feeling guilty at all then flew his Electric Powered Aquila Tearing around the sky and showing off the large loops and aerobatics the model could do. Next up was his Ex Rex Electric Foam Corsair picked up at an LVMAC auction it is a smooth nice flying model.







It's not all just flying,  
plenty of relaxing and  
chin wagging.  
Graeme & Terry

Old Timers Relaxing



Graeme's Models



Gavin's Model buzzing about



## Steve's Foamy Old Timer



Steve had a Foam Old Timer electric powered which Mick took off and trimmed out Steve then taking over and having a pleasant fly for several minutes.

Mick then pulled out his Micro Delta for a blast.

Several more flights were the order of the day before we called it quits and headed home.



Tiny micro Delta flies on a 2 cell 300 mAh battery



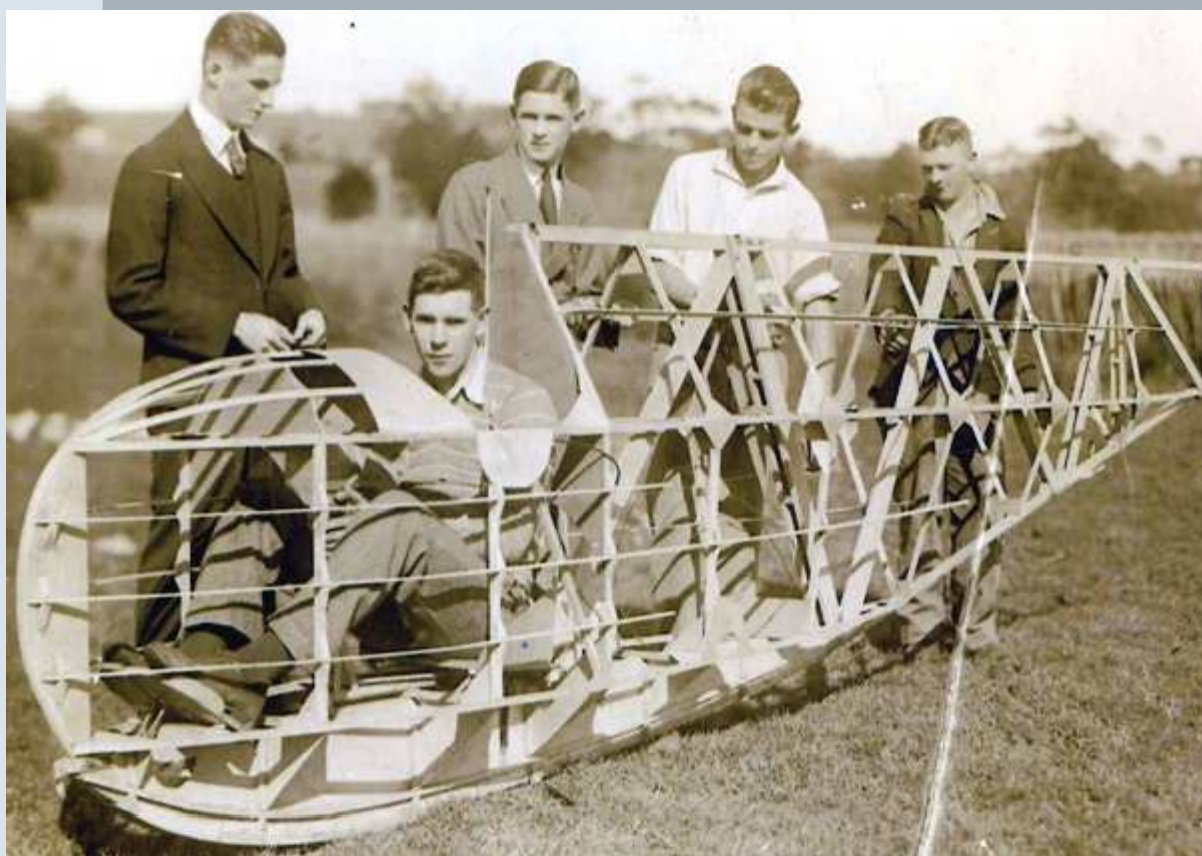
## HERE IS SOME OLD WARRAGUL HISTORY FOR YOU.

### WARRAGUL GLIDING CLUB 1934

#### A King Size "Model"

Building a secondary glider from a primary glider at the Warragul gliding club are from left: Ivor Brown, Ray Lawson (seated), Ivan Lawson, Frank Cadby, Jack Logan.

The Warragul Gliding Club was very active in the 30's prior to WW 2 and it is understood that they had a mobile winch that often went to Inverloch with a glider that soared the cliffs and dunes near Eagles Nest.



Building a secondary glider

The club also had a 2-seat glider that was used for joy flights at Warragul. Very few commercial gliders were available pre-war and all over Australia gliders of all designs were constructed by locals and small groups.

The Warragul Glider Club was started by Ray Lawson in 1931 along with five other enthusiasts - Charlie Williams, Keith Ballantyne, Jack Logan, Frank Cadby and Reg Logan. The flying area was on Ballantyne's farm on Brandy Creek Road. They launched the glider by catapulting it up like a shanghai. Some of the members held it down by the wings and tail while others stretched a large hose-like rubber band to capacity, then all let go and the glider would take off and travel about 200 to 300 feet. The pilot was completely in the elements in the front of the glider, with only the rotor bars and joystick to control it. The glider shown in the photograph was made of spruce which was lighter and travelled further than a previous glider they had constructed. Unfortunately, it met a sad fate when it was crashed into a tree and that was the end of the club, after only 3 to 4 years in existence.



There has been some Club Members asking about getting their Bronze / Silver Wings.

Listed below is what is needed and things for you to practice.

Attaining your MAAA Bronze/Silver Wings endorsement for fixed wing aircraft isn't difficult. Both Bronze and Silver wings have the same requirements.

The difference is that Bronze Wings are awarded for models under 2kgs (e.g., park flyers) including small hand launch models, Silver wings are awarded for models 2kg and over. You will need the guidance of an approved club instructor to ensure you have the appropriate grounding in your training. One of the benefits of joining a club is that you get this support training for free.

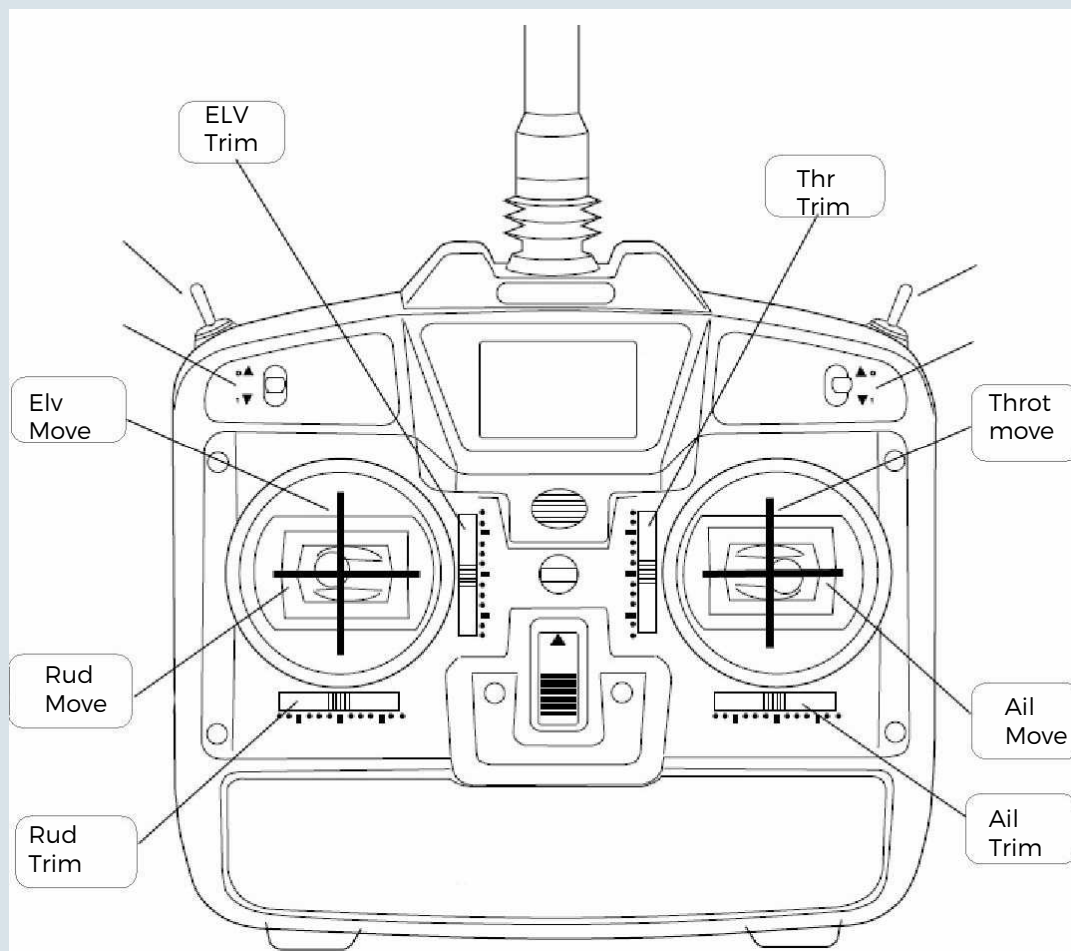
You must be a member of a Club

and hold an MAAA card to be eligible for this training.

Below are the areas of assessment that need to be satisfied for a Bronze/Silver Wing endorsement:

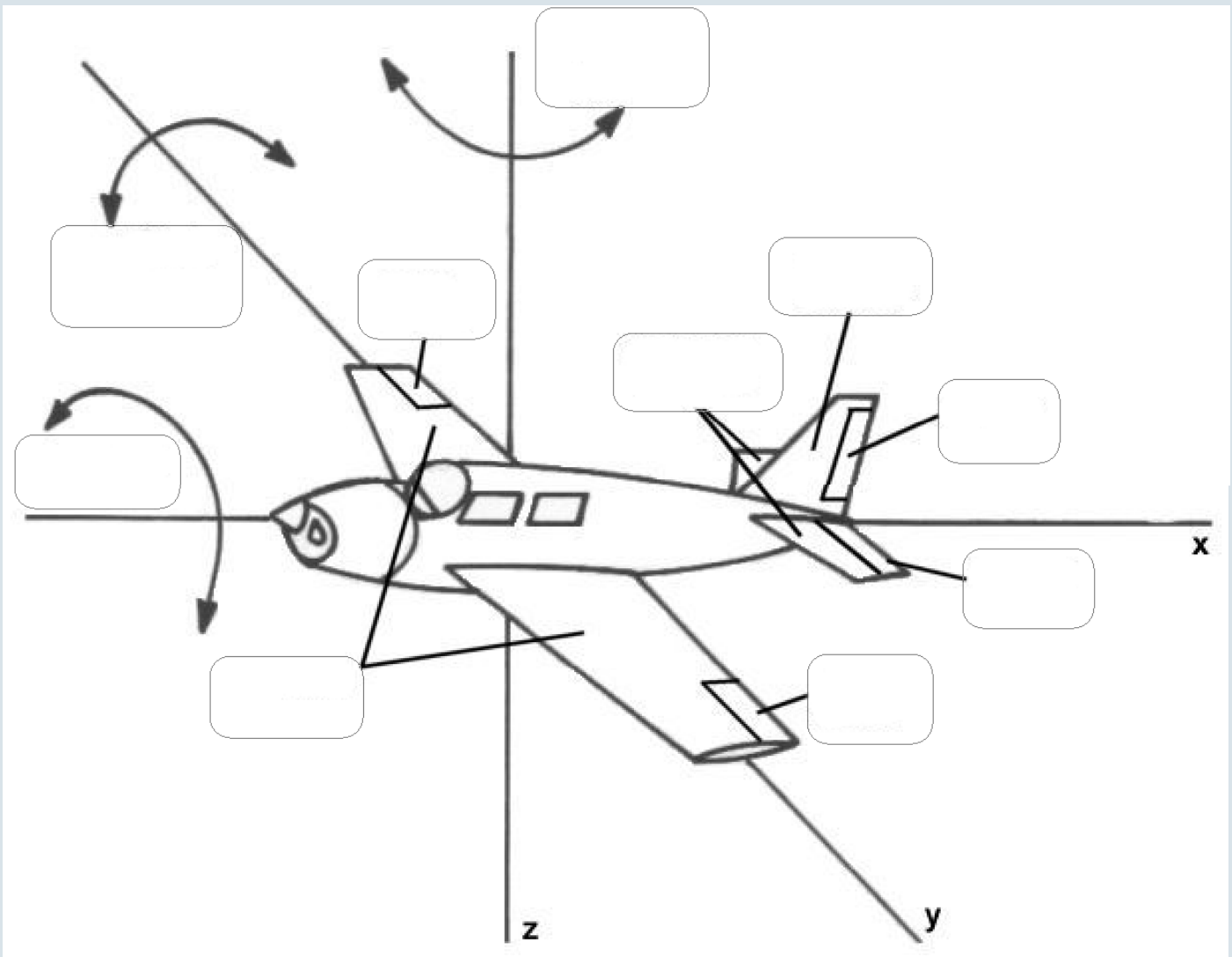
#### Dexterity:

The pilot must be able to locate all the transmitter controls quickly without fumbling.



### Theory:

The pilot must be able to name all major components of the aircraft and define functions, including effect of controls and have a thorough knowledge of safety rules and regulations.



### AIRFRAME & PRE-FLIGHT CHECK

The pilot checks the engine mounting, plumbing (for IC engines), centre of gravity location, security of batteries under-carriage and signs of structural or covering problems that could affect flight eg.

Presence of warps which could affect trim.

The pilot also performs a safe start up sequence (including arming electric motors if appropriate), checks that controls are neutral and control throws correct.

Checks throttle setting, state of battery and performs a range check.

### Attaining your MAAA Bronze/Silver Wings

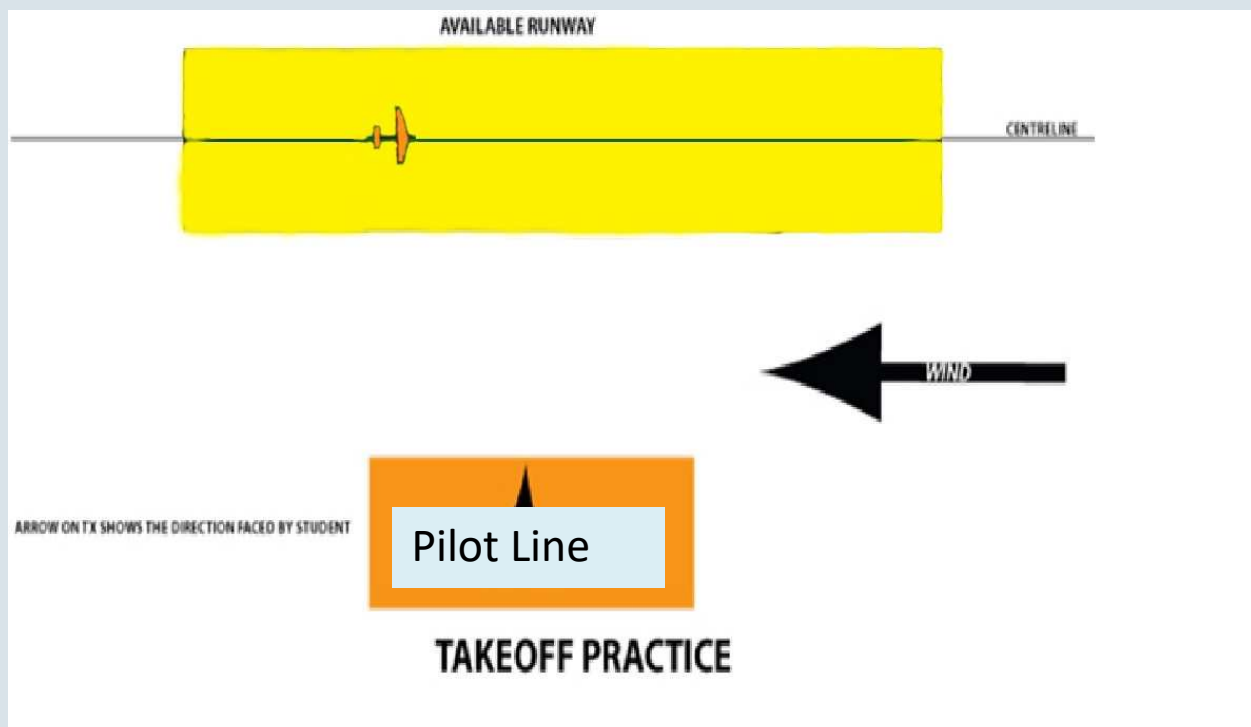
#### The Flying Parts

#### Take Off:

The pilot demonstrates gradual application of power while keeping the aircraft straight with rudder and using a little elevator to lift off, makes a gentle climb out with wings level until a safe altitude is Reached.

The takeoff must be performed safely from the pilot box at all times. Developing the skill of accurate straight taxiing is a pre-requisite for straight take offs.





The aim of a successful takeoff is to show a gradual application of power in the takeoff run (into wind), using the rudder to keep straight and using a little elevator to lift off (or rotate), make a gentle climb with wings level, maintaining runway direction until a safe altitude is reached for your turn onto cross wind.

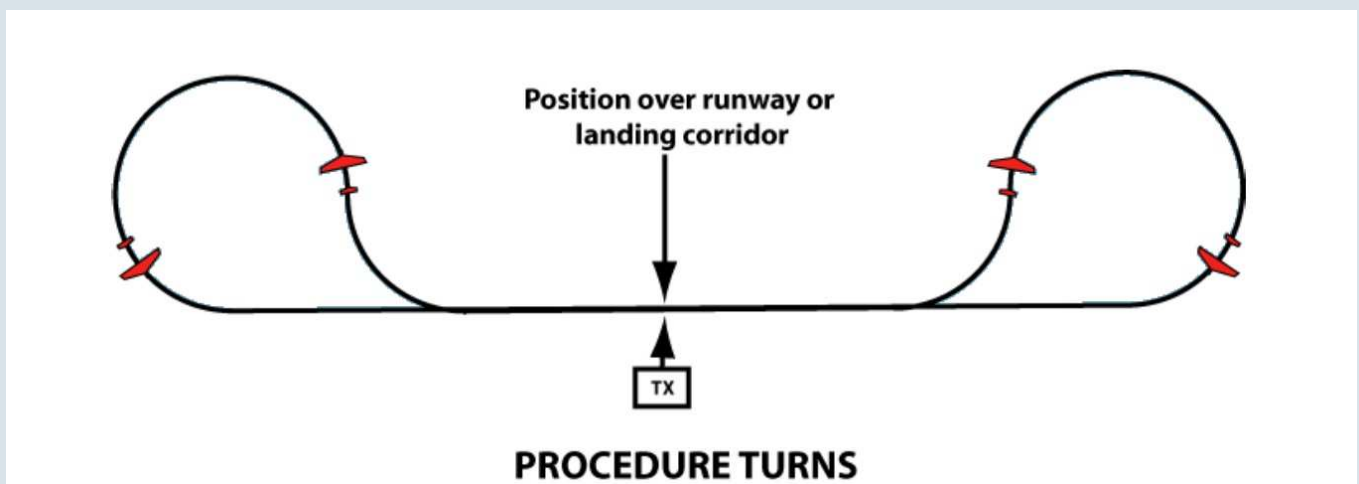
**Always turn away from the pilot's box.**

#### Trimming:

Pilot shows ability to trim the aircraft in flight. Displacement and re-trimming of both the primary roll control and elevator should be demonstrated.

#### Procedure Turns

One in each direction required





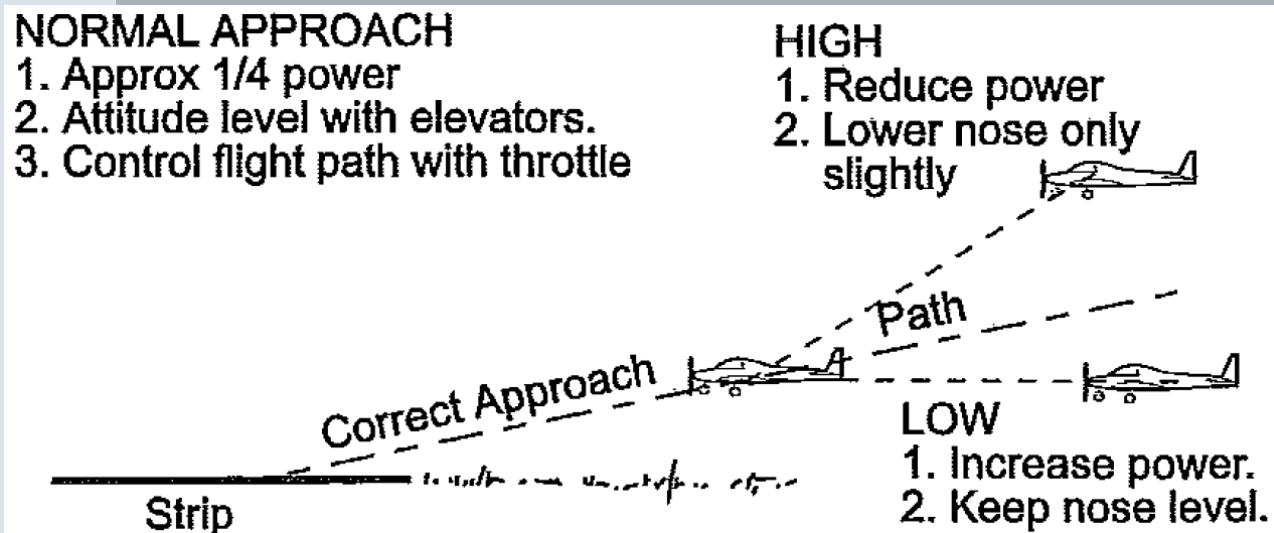


### Approach & Landing

Pilot demonstrates an engine assisted landing, using a suitable power setting that allows the model to descend, controlling nose attitude with elevators (airspeed), and using the throttle to stabilise the rate of descent.

The aircraft should be flown over the threshold at an altitude of about 1.5 metres, the throttle closed gradually, and the round-out or flare initiated.

The "hold-off" period is then commenced where the aircraft is gradually allowed to sink and settle on the ground in a slightly nose high attitude.



### Simulated Dead Stick Landing

At a safe and high position, the pilot will reduce the throttle to idle and perform a descending circuit to show his/her ability to safely glide the model without engine power to a position where a landing approach can be executed.

### Debriefing

Bronze / Silver Wings (Power) are awarded when a member demonstrates, in the course of one session, that he/she has the skills to perform the manoeuvres listed, in a competent manner and to the required standard.

It is important to emphasise to the student, once reaching "solo" standard they are now at the basic minimum requirement standard and to further improve by regular, continuous flying, practice is essential for overall enjoyment of the sport.

It is important to fly within your own limitations. If it is too windy wait for another day. If you wish to experiment with a new manoeuvre, do so at a safe height and importantly think it out prior to attempting it. Especially think about how you intend to recover from the new manoeuvre should you foul it up!

Learn to crawl before you try to run! It helps to keep your aircraft in One piece for your future enjoyment.



## BRAG Club First Working Bee. Sunday 8<sup>th</sup>

Plenty of new club members turned up to help dig holes and install a new Pilot line fence & Spectator boundary fence.



Getting Ready



Nice Team Work



Pilot fence going together quickly & smoothly





With the Pilot Fence quickly installed it was time to tackle the spectator fence, with Gavin working hard on the auger the holes were quickly being drilled till we hit the tree roots near the container side of the fence. It was then time for a Lunch break.







Well deserved Lunch Break



Big thanks to Dave donating the materials for the pits/spectator Fence

Lunch finished it was now time to fix the posts into the ground and tension the wire up. We were now stuffed after the near side of the fence was done so pulled the pin with the second half of the Fence to be completed at a later date.





Mick's Grandson waited very patiently for hours to get a fly of the trainer plane on a buddy box setup, he was very excited when he got to have a flight & is very much looking forward to his next go. (probably the 20<sup>th</sup> of Dec at the BBQ Break up)

## Sunday 15<sup>th</sup>

A quite day with only a couple of members having a fly.

Gavin & Terry enjoying a flight





## Announcement: New Indoor Flying Centre Acquired.

A big thanks to the hard work by Garry Mauger finding a large indoor facility in Morwell and a suitable agreement to allow flying of Indoor models.

I don't know all the details but believe it is a much larger area than was previously used at Traralgon.

On the 17<sup>th</sup> of November a few guys had a fly to see how the site was a couple of drone pictures below showing the area.





## Sunday 22<sup>nd</sup> November

Only a couple of flyers before the wind picked up and everybody went home.



Graeme buzzing about the sky

Phil also getting some flying in



## Saturday 26<sup>th</sup> November

Dave Day – Dave was the only one to fly having delivered some items to the club and then having a fly with a float plane and a land plane







Dave officially christening the new club with the first float plane flight







The other sport model  
that Dave flew



## End of Year BBQ – Sunday 20<sup>th</sup> December

Dear B.R.A.G members,

Steve and the committee would like to let you know that the End of Year BBQ is coming soon just over a week away.

Hope to see all our Club Members and families there, please let Steve know if you are able to come and how many people with you.

Contact Steve at [info@bawbawrc.com.au](mailto:info@bawbawrc.com.au)

Announcement: 2 x New Toilets have been approved by the VMAA & Fully funded.

A big thanks to Phil for the work in putting the proposals in & also the help from the VMAA committee + others to help make it happen.



## Half Year Membership Available From – January 1<sup>st</sup> 2021

A reminder to those hanging off from joining due to Covid restrictions or other reasons joining from January 1<sup>st</sup> 2021 you will be able to get half year club fees and VMAA, MAAA half year fees.

**BRAINS  
ARE  
AWESOME**  
I WISH EVERYBODY HAD ONE.

I want to be like a  
caterpillar.  
Eat a lot.  
Sleep for a while.  
Wake up beautiful.

I ASKED MY GRANDPA, "AFTER  
65 YEARS, YOU STILL CALL  
GRANDMA DARLING, BEAUTIFUL,  
AND HONEY. WHAT'S THE  
SECRET?" HE SAID, "I FORGOT  
HER NAME 5 YEARS AGO AND  
I'M SCARED TO ASK HER."

*MIDDLE AGE. That Time In  
Your Life When You Finally*



*Get Your Head  
Together And  
Then Your  
Body Starts  
To Fall Apart.*

## B.R.A.G. Starting to look the Part of a Real Club Now

Thanks to Godwin for building & helping erect the Wind Sock.  
With the Fences going in and now the Wind Sock it looks like a proper flight line now.





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### BENEFITS OF A GOOD VOCABULARY!



I recently called an old Engineering buddy of mine and asked what he was working on these days.

He replied that he was working on "Aqua-thermal treatment of ceramics, aluminum and steel under a constrained environment."

I was impressed until, upon further inquiry, I learned that he was washing dishes with hot water under his wife's supervision.



### DID YOU KNOW?



**ROLEX WATCH COMPANY IS RUN BY A NON PROFITABLE CHARITY TRUST & THEY DONATE 90 % OF THEIR PROFIT TO THEM . BECAUSE THE FOUNDER WAS AN ORPHAN.**

President: Steve  
[info@bawbawrc.com.au](mailto:info@bawbawrc.com.au)

Vice President: Dave N  
[davidnichols2736@gmail.com](mailto:davidnichols2736@gmail.com)

Secretary: Phil  
[secretary@bawbawrc.com.au](mailto:secretary@bawbawrc.com.au)

Treasurer: Graeme Blackman