



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.startek.com.au/brmfc

Inc. No. A0001288M

NEWSLETTER – February, 2008

Committee 2007/2008

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The next meeting of BRMFC is to be held out at the flying field on Wednesday February 27th 2008 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.

Agenda Items for the next meeting

1. Open Day – (April 6th 2008)
2. Wind Farm
3. Field Maintenance
4. Playground Equipment
5. Pilot Training at Ballarat Airport

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.

1. Open Day – (April 6th 2008)

A Sub-committee made up of Matt Porter, Nick Katsikaros and Glenn White was formed at the November meeting. **One more member is needed.** The sub-committee is to hold its first meeting on Wednesday evening 6th February at a place to be determined.

Matt Porter is going to get the advertising flyer designed by a professional Graphic Artist, probably along the lines of the advertising flyer Rotary used for their Menzone event late last year.

Roger Carrigg is to pilot invitations by email. The invitation will draw attention to the fact that pilots participating in a public display must be competent flyers.

Action: Sub-Committee meeting on 6th February.

Action: Matt Porter is to organize advertising flyer. (Done)

Action: Roger Carrigg to send out pilot invitations. (Done)

2. Wind Farm

Nick Katsikaros advised the meeting about the recent correspondence with Westwind Energy. Some minor relocation of the towers in close proximity to our field has been agreed to and that the overall height of the towers has been reduced.

3. AT6 Pylon Racing

Secretary advised the meeting that he is yet to reply to Steven Green seeking more information. However our calendar of events in the first half of the year is fairly full and is unlikely that we could accommodate a pylon racing event. Discussion at the previous meeting indicated that our field is probably unsuitable in any case.

4. Field Maintenance

- a) **Rubbish Bins** – Roger pointed out that the rubbish bins need emptying – not that they are full but the rubbish has been there for a long time. Max said that he would empty the bins at the weekend.
- b) **Toilet Fan** – Nick pointed out that the external fan on the toilet vent is making a lot of noise and needs attention. Max to investigate.
- c) Now that the crop has been harvested and sheep are back in the paddock Fiskens will want to put up a fence around the field. We will need drop fences at the end of the runways.
- d) **Runway Tarps** – This was discussed again and it was decided to wait and see what happens once the fences with drop down sections have been erected. We will no doubt be faced with some costs associated with the drop down facility. It was decided to put this matter on hold until the fences have been erected. (At least the fences will keep the sheep off the runways).

Action: Max to empty bins this weekend 27th January. (Done)

Action: Max to check out toilet fan.

5. Playground Equipment

Due to Gordon Hicks' absence this matter was held over until the next meeting.

6. Pilot Training at Ballarat Airport

Due to Peter Evans' absence this matter was also held over until the next meeting. (*Peter did mention this at the field on the following Sunday but did not think those involved would be around long enough. In any case some club flyers at the airport would be worthwhile.*)

7. Membership list on Web site

The Secretary raised the prospect of posting the club membership on the club's web site. Naturally street address would not be included.

After some discussion it was decided to ask members via their next membership renewal form if they agree to their name being published in the membership list.

Also the membership list would not be public but only accessible via a login name and password.

Action: Secretary to add "name inclusion in membership list" authority in membership renewal form.

8. APA Weekend

Graham Waterhouse advised that he would mow the field on the Friday before.

Henry Hutchinson (APA) is to advise Roger Carrigg of the expected number of entrants a few days before the event.



Field Maintenance

At least during the summer months we don't have to mow the field very often so the mower and its riders get a rest but, there are always other jobs to be done.



Max and Matt adjusting the fence gate – if you can't fix it with a hammer you just need a bigger hammer.

Last Sunday 17th February Max and Matt tightened up the fencing wire around the compound in readiness for our upcoming display day. Some running repairs were also made where the sheep had broken the wire.



A Noteworthy day at the field

Sunday 27th January was a superb flying day and it certainly attracted the members out to the field. When I got home that day I jotted down the names of members I remembered seeing and it came to 19 which is nearly 50% of the club membership. Be great if we had that sort of turn up for the Roy Gladman Novelty event this Sunday!

Here are a few photos that were taken on the day.



Max is commencing a take off with his CAP 232 – Looks like Max is trying to catch it!



Here we have Peter Evans fueling his midget pylon racer powered by a little Cox. Graeme (A1) adjusting the nose wheel on his 120 powered Cirrus. (He's showing us his better side!) Look's like Nick is bringing his Boomerang back to the pits after another successful flight.



Glenn and Noel are no doubt discussing the finer points of aeromodelling while Matt is approaching to join in.



New Models seen at field

On Sunday 27th January Allister Aggett had his new Liberty 46 trainer out for a test flight. If my memory serves me correctly his father Russell said it was a Xmas present. Murri being Russell's chief test pilot had the honor of the maiden flight. Unfortunately the CofG was too far back and gave Murri a handful on take-off. The model lifted off prematurely, and climbed rapidly and at the same time veering over the pit area waking everybody up. Murri quickly gained control and got the model back on course and tried to trim it out. Realizing the model was far too tail heavy, Murri quickly brought the model down for a safe landing.



Allister Aggett is posing with his Liberty 46 trainer shortly before the memorable test flight.

The model has since been correctly balanced and now flies extremely well. This will be a good model for Allister to learn on.

Mike Faulkner arrived out at the field on Sunday 10th February with his latest model which is a Great Planes Extra 300. It has an 80" wingspan and is powered by an OS200 FS. The plane was out for a test flight but Mike had trouble with the fuel supply. It wasn't responding to the needle valve adjustment and when the nose was raised the motor tended to cut. We're a bit unsure about the pressure supply from the after market flexible exhaust pipe. Mike did discover at home that the tank vent wasn't going to the top of the tank.



Mike Faulkner's new Great Planes Extra 300 out at the field for its maiden flight. Fuel supply problems unfortunately prevented a test flight.

No doubt Mike will have it out at the field again shortly.

Andrew Bentley (a prospective new member) brought his ARF Hornet Trainer out to the field on Sunday 17th February to run the motor in and if everything was okay a test flight. Motor is an OS 46AX and as usual gave no troubles. After a few minor adjustments to the model a tank of fuel was put through it to run it in, observing the OS run-in procedure. Radio gear is Spectrum DX7 on 2.4GHz. Andrew has decided to opt for mode 2, so Len Astbury was given the honor of being the test pilot.



Andrew Bentley with his new Hornet Trainer shortly before it's very successful maiden flight. Nick can be seen in the background "punching holes" in the sky with his Boomerang trainer.

In Len's capable hands it took off and performed flawlessly. It's a model we haven't seen a lot of but it seemed to fly as well as a Boomerang if not better.

Max took the model up for its second flight and gave Andrew a go on the controls. Now that he has whet his appetite it won't be long before he becomes a member.



Incident Report

On Sunday 10th February Noel was flying his trusty LA Special doing touch and go's and generally practicing his flying routine for the up & coming events later in the year. However on this touch & go the LA Special must have got caught on a bit of sheep dung and flipped it over. Just as well we have digital cameras these days to capture these awkward moments.



Bugger – hope nobody's watching! Noel was doing touch & go's and it didn't go. Fortunately Rob Beardall was on hand with his camera and passed photos on to the Editors. As Effie would say "How embarrassment"; upside down in the middle of the runway and no wind to blame.



Yeah, it's definitely Noel!

Another incident occurred on Sunday 17th February this time with A1 (aka Graeme). Whilst flying his 120 size Cirrus it suffered a mechanical failure with the throttle control and was stuck on full power. Obviously the flight was a lot longer than planned and to keep himself occupied, A1 performed rolls and loops not seen before with this model (all the manoeuvres he could do had he entered the Scale Masters at Shepparton). After about 15mins the OS 120 finally stopped and Graeme did a great job in the windy conditions to get it back on the field for a safe landing.

It drives home how important the throttle control is on the bigger models and petrol in particular. If that had been Glenn's Cessna 195 with its 1L fuel tank, it would have flown for a couple of hours on full throttle and half a day on ¼ throttle. In fact the Rx batteries could go flat before the fuel ran out.



Crash Report

Russell had a lucky escape with his Corsair when the engine stopped while flying in windy conditions in the morning of Sunday February 17th (wind dropped right off as the day progressed). He was forced into a down wind landing in the out field coming down heavily in a cloud of dust. I think everybody was surprised at how little damage was sustained. We're sure it'll be back out at the field again in no time.



Tips & Tricks

Propellor Centering Sleeve

I (Roger) bought an 18x10 wood propellor for the OS200FS fitted to my Great Planes Super Stearman, but off course the hole in the prop is larger than the engine shaft. The engine shaft is 8mm while the prop hole is 9.5mm (3/8"). I didn't have a proper sleeve, so the search was on in the workshop to find something makeshift that would suffice.

Whilst rummaging through my bits & pieces I picked up a plastic car tyre valve cap and pressed it into the propellor hole,



and to my surprise it held snugly on the knurled outer surface seating on the cap's outer ridge. Next step was to try the cap on the engine shaft and

it also fitted snugly. The threads of the cap were cleaned out with a 5/16" drill turned by hand. The closed end of the cap was then cut off and the resulting sleeve was pressed into the propellor hole from the prop driver side and then pushed onto the engine shaft. It visually appears to center the prop quite accurately.

On inspecting a few valve caps I've noticed that some have a more constant wall thickness around the circumference than others so you need to select your cap carefully!

It's obviously not as accurate as a brass sleeve but it's as good as any plastic one you might get with some spinners and it solved my immediate problem.



Events

APA Model Engines Trophy – 2nd/3rd February 2008

On the weekend of February 2nd and 3rd the pattern guys took over our field for the running of their annual Model Engines Trophy event. I don't know how they do it but every year the weather is perfect for them.

The entries were down this year, with only about 15 competitors. This meant they could only have one flight line because there aren't enough pilots in other classes to make up another set of judges.



One of the pattern ships is climbing out after take off, ready to commence the pattern routine under the critical eyes of the judges.

I (Glenn) was out there before 8:00am on the Saturday, and there were competitors already setting up their models. Henry runs a tight ship and likes to get things underway on time (puts the scale guys to shame).

I think they were flying new schedules for the first time maybe this accounted for the lower number of pilots.

It was disappointing to see the poor turnout of club members on the Saturday; there were only three of us there

to run the canteen. It's over the lunch period that more help is needed.

Sunday I think most of the club members were out there at one time or another. We cooked eggs and bacon for breakfast and had the canteen open all weekend.

The weather conditions were not quite as good on the Sunday morning, low cloud causing a bit of a delay. As the day proceeded conditions improved.



This model is an OXIA Beryll from a "master builder" in China and is powered by an electric motor. Cost of the airframe is in the order of \$3000.

It was interesting to see that a couple of entrants were competing with electric models.



Late on Sunday Glenn got his Me 163 Komet out for another flight and entertained the APA guys with some low flight after lift off heading towards Spreadeagle Road and then pulling straight up. Apparently that's what the Komet did!

It's nice to report that there were no incidents and everything went off well. The only anxious moment that we are aware of occurred during one of the early flights on Sunday morning. As Henry Hutchinson was doing one of the high vertical manoeuvres the model went up into the cloud and of course Henry lost visibility (I'm sure Henry was experiencing quite a few ~~motions~~ emotions at the time). After talking to Henry afterwards he said that he put in the controls needed to pull it over the top and come down vertically but it was somewhat off course. Henry had to recover the best he could and continue on with the schedule. If a model goes up into the cloud its best to cut the throttle and put it into a spin, that way it will come down slowly rather than in a screaming dive.

Once all the rounds were completed the presentations were made to the winners in the various classes which took place around 4:30PM. After that everyone packed up and headed home.



A group photo of the entrants that placed in the various classes.

The APA's next event is to be held at Geelong's Mannerim field. We wish them good flying down there.

Let's hope the APA has a much better turn up next year. Although the club made a modest profit running the canteen, it will be difficult in the future to justify tying up the field for two days if the numbers are dwindling.



Coming Events

Some club members will be attending the following events and accommodation has already been booked however anyone wishing to join in will be more than welcome just contact Roger or Glenn.

These are the events with the motels we are booked into noted as well.

1st/2nd March 2008 – Warrnambool Annual Fun Fly.
Olde Maritime Motor Inn,
Cnr. Banyan & Merri Streets
Warrnambool VIC 3280.
Ph: 5561 1415.

28th-30th March 2008 – South Pacific Scale Masters -
Shepparton.
Paradise Lakes Motel,
7685 Goulburn Valley Highway,
Shepparton Vic 3631.
Ph: 5823 1888.

12th/13th April 2008 – Bowylie Large Model Scale
Rally. ACT.
Eaglehawk Holiday Park
1246 Federal Highway
NSW/ACT Border, Sutton 2620.
Ph: 02 6241 6411.

Roy Gladman Novelty Event – 24th February 2008

As voted on last year the Roy Gladman event now consists of only the Novelty competition. As this event is restricted to BRMFC members only it would be nice to see you all have a go. If you can take off and land there is no reason why you shouldn't have a go, it's only a bit of fun. We

will try and handicap the more experienced pilots to give everyone a chance. We are planning on a **9.30** am start.

There will also be a BBQ lunch.

Entry fee will only be \$2 or \$3 just to cover the cost of the food.

The events will be:

- | | |
|---------------------|-------------------------|
| a) Timed flight. | d) Carrier deck Landing |
| b) Climb and glide. | e) Spot Landings |
| c) Balloon burst | |

The rules will be available on the day and can be changed at will.

As usual judges will be open to bribery! And of course the judge's decision will be final and no correspondence will be entered in to!!!

Open Day – 6th April 2008

The open day is approaching fast – it'll be on us before we know it. We had a sub-committee meeting a couple of weeks ago in Max's shed (not Jeff's shed, mind you it's nearly as big) everything is proceeding according to plan. Matt is doing a great job and seems to have everything in hand.

Display Day Raffle – Matt has approached Roj's Hobbies and JB Hi-Fi and has secured our raffle prizes. Roger has donated the Multiplex 7 Channel Tx/Rx that was the Airborne Magazine subscription prize while Roj's Hobbies has donated a Boomerang, engine and full flight pack. JB Hi-Fi has donated a portable LCD DVD player.

First prize is a *Radio Control Trainer Aircraft complete with OS 46AX engine and Multiplex Radio* while second prize is a *Portable LCD Screen DVD Player*.

These prizes will make it a great raffle but it is up to us to sell the tickets. Due to the value of the prizes the tickets will be \$2 each. We are planning one or two Saturdays at Stockland Wendouree. We will need club members to attend to promote our flying display and sell raffle tickets.

Raffle books will be available from this weekend – see Roger. (If they are printed in time those who receive this newsletter by post may find a booklet of tickets enclosed.)

Matt has designed and printed some colored flyers for members to distribute to schools, shops etc. They are in the shed at the field.

As much as we encourage visiting pilots and appreciate their assistance we can't rely on them attending – the onus is on us to put on the show. So please make sure you have a model that can fly on the day.



Event Calendar

24 th Feb 2008	Roy Gladman Novelty Event at Yendon.
27th Feb 2008	BRMFC Meeting.
1 st /2 nd March 2008	Warrnambool Annual Fun Fly.
2 nd March 2008	VFSAA Round 3 – State Field.
16 th March 2008	Keilor Annual Public Display.
16 th March 2008	Greensborough Display Day & Airshow Spectacular.
26th Mar 2008	BRMFC Meeting.
Mar 28 th – 30 th 2008	South Pacific Scale Masters - Shepparton.
April 6th 2008	BRMFC Annual Display Day.
April 12 th /13 th 2008	Bowylie Large Model Scale Rally.
April 12 th /13 th 2008	VMAA Trophy at P&DARCS.
April 20 th 2008	VFSAA Scale Rally - Lilydale.
23rd Apr 2008	BRMFC Meeting.
Apr 25 th –27 th 2007	WW2 and Military Scale Event – Wagga Wagga.
4 th May 2008	VFSAA State Champs Large and Standoff Scale at Yendon

That's all for now. Good flying.
G.W & R.C.