



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – May, 2006

Committee 2005/2006

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The next meeting of BRMFC is to be held out at the flying field on Wednesday May 24th 2006 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. Fences – Ploughed field
2. Incentive Scheme
3. Sausage Sizzles – eg. Bunnings
4. Field Maintenance
5. Constitution Amendments
6. ARF Competition – confirm date
7. Open Day – confirm next years date
8. Roy Gladman Round 2 – Scale

Points of interest from the last meeting

1. Fences – Ploughed field

Background Information

Fiskens (the landowners) advised us some months ago that they were going to remove the plot fences and develop the paddock for intensive farming however they have neglected to consult with us prior to actually ploughing the field.

On Monday 24th April the paddock was ploughed up to end of the east/west runways and around the triangle formed by the north/south runways and back to the northern plantation. This has left us an area of around 5 acres (Max, Graeme, Rick measured it up on Anzac Day). We understand that they will erect new fences in about 12 months the alignment we are led to believe is up to some negotiation. We would like the new fences to be set back about 10-15m at least from the end of the runways. Maybe we can replace a section of the new fence at each end of the runways with a removable type for special events like many other clubs do.

On the upside once our area of 5 or 6 acres is fenced we won't have sheep to contend with so that is a plus although it will make for more mowing – can't have it both ways.

On the Monday evening Russell Aggett rang me (Roger) around 6.30PM (just after we got back from Wagga) with the news that the field had been ploughed and he was rather disturbed by the fact. I said that I would ring Geoff Fiskens to find out what was going on and rang around 7.00PM on his mobile. His son answered saying he had left his phone at home and that he would be back around 8:30PM, after explaining the reason for the call, I said I would ring back after 8:30PM. I rang around 9:15PM and Geoff F. answered and I could tell by the tone of his voice

that he was a little miffed by the call. His son must have said something to him from my earlier call. I explained the reason for ringing, that a member had rung me about the ploughing of the field right up to the runways; that he was upset by it and I felt it was my position to clarify the situation by talking to you. He went on to ensure me that it will ultimately be smoother once it has been leveled off by harrows etc. Geoff said that we will be consulted before the new fences are erected.

I guess it just highlights the vulnerability of leasing land rather than owning your own field, but at this stage there's not much we can do about that so we have to "grin and bear it".

Meeting 26th April

At the meeting Graeme Allen reported that Geoff Fiskens came out to the field on Anzac Day and spoke to them about the situation asking if there was a problem. Graeme said that he was a little upset about being rung on Monday night. He reiterated that new fences will not be erected for 12 months and that we will be able to discuss the alignment. Should we want more land than he considers appropriate we may have to pay more rent.

The members who were at the field on Anzac Day didn't think that it will be a major problem but you certainly won't want to land outside our area until it is smoothed over. Rob B. said that he landed a bit short but it didn't damage his model, however that is not going to be the case with all models.

I (Roger) am not apologetic for ringing Geoff on Monday night, it is important that he realizes he can't just walk over the top of us and that he should negotiate, after all he was asked to come out and discuss his plans with us a few weeks ago. Of course this has to be tempered with the fact that it is his land and he holds the trump cards.

I received this email from Geoff F. on March 17th 2006

Roger we have finished with the trial plots adjacent to the flying field and will be removing the fences but we wish to fence the entire field and drive way so we will need to have some input into the alignment of fences as to not obstruct your activities. The reasons for fencing is it will allow us to run cattle in that paddock and to crop & intensively graze the rest of the paddock the fencing will be at no cost to you but depending on the area you require we may need to re negotiate the rental. Please let me know your requirements ASAP

I replied on March 22nd 2006

We are having a club meeting this evening and will discuss the ramifications. Perhaps we can meet you at the field on Sunday (26/3) morning.

Well he never turned up – Should I have rung him, well he doesn't like being rung.

Stay tuned! (Note: This has been the Secretary's ramblings rather than a minute.)

2. Open Day Post Mortem

The president asked the meeting for comments/suggestions on how we can improve the event. The following comments came from the floor.

- a) The biggest problem is attracting pilots from other clubs.
- b) Need to spread flyers about well before event amongst VMAA members.
- c) We noticed that Wagga club managed to get TV coverage before their event. It was on at the end of the 6.00PM news on Friday. We got TV coverage of our last display after the event.
- d) Raffle – It is thought that we need multiple prizes, one a modeling item while a second or third would be non modeling items. This would make them easier to sell to friends and work colleagues. In the case of the AT6 Texan raffle it was no more difficult to sell tickets at Stockland Wendouree than it was for the Wheel barrow style raffle. It seems if you have the kit with you and its colorful and attractive tickets sell.
- e) Not enough club members helped out on the day. Too much was left to too few.
- f) Tx pound needs to be out of the shed and in the pit area – caused too much traffic congestion in shed. We have also noticed that it is better if the pilot puts his key in the board under the watchful eye of the pound staff rather than the other way around. That is what they do at Wagga and it is preferable because the pilot knows his frequency better than the pound staff and is less likely to make the mistake of putting the key in the wrong frequency slot.
- g) Canteen – need bigger generator to run all the appliances. Our 8kVA generator was unable to handle the load although technically it should. Maybe the engine is lacking power.
- h) Date for next years event is tentatively April 1st 2007.

- i) Gate needs to be at entry to the car park which would be along the track in.
- j) Possibly try free entry next year with gold coin donation. We would need to raise food prices to compensate.

3. Raffle Results – AT6 Texan

The Secretary presented the results of the AT6 Texan raffle to the meeting.

- a) 500 tickets were printed.
- b) 388 tickets at \$2 each were sold resulting in an income of \$776.
- c) 41 tickets were sold at Stockland Wendouree, 166 during the display with the remainder bought/sold by members. With these raffles, we don't really want member's money; we want money from people outside of the club so we will need to look at multiple prizes next year to make tickets more appealing to a wide range of people.
- d) One ticket was donated as part of the lolly drop, and 10c unaccounted for.
- e) Raffle was drawn at 3:20PM on Sunday April 2nd 2006 during annual display by a member of public in front of spectators and pilots. Winner was David Nichols with ticket no. 0226.
- f) Totals receipts of \$773.90, \$100 transferred to petty cash and \$673.90 deposited into club bank account on 4th April 2006.

Once again we must thank Model Engines for donating the AT6 Texan kit.

4. Constitution Amendments

Includes becoming a prescribed association.

Not done yet – Held over until next meeting.

5. Field Maintenance

Max Rowan (Field Maintenance Officer) was absent from meeting, however the following points were made by the members.

- a) **Kitchen Wiring** – Rob Beardall stated that he has the necessary items to finish off the wiring in the kitchen.
- b) **Outside Lighting** – It was mentioned that we need outside lighting (to hold meetings out at field which seems to be working quite well by the turn up). Rob said he would look out for a couple of weatherproof lights. Need one at front and rear of shed.
- c) **BBQ Area** – Rick Pimblott noted that the new BBQ area and BBQ's worked quite well on the display day.
- d) The regulator on the gas bottle supplying kitchen and BBQ's leaked during the week following the display emptying the gas bottle. The regulator off the portable BBQ was used to replace the faulty unit and one of the spare bottles connected. (Shows you have to have spare equipment on hand). Rob B. indicated that he had a spare regulator to donate. Peter Taylor also mentioned a week or so ago that he had a spare regulator as well. A spare regulator on site will not go astray.

e) Max R. took one of the empty gas bottles last weekend to fill/exchange.

6. ARF Competition

Rick P. advised the meeting that he wants to form a sub-committee to organize this years event. He stated that organizing it all himself last year was too much of a burden. Murri Anstis volunteered to be part of the committee. Editor was requested to advertise in the next newsletter the need to create an ARF sub-committee with members to be appointed at the next meeting.

If we held the event on the same date as last year it would be October 22nd 2006, however Bendigo has their display scheduled for that date. Perhaps the week before or after would be more suitable.

7. Temora

Rick P. also advised the meeting that a trip to the Temora Aviation Museum is organized for the weekend of 5th/6th August. Flying is scheduled for that weekend. If you are interested in going, contact Rick for further details. Several members are already lined up to go.

8. Incentive Scheme

Rick P. asked the Secretary to include the item Incentive Scheme on the agenda for the next meeting. Rick pointed out that he sent an email some time ago requesting this item be placed on agenda for this meeting. (Due to the Secretary's incompetence it was overlooked! – my apologies Rick.)



President's Report

On arriving back from Wagga Wagga we were informed that our flying field had been ploughed up all but the runway anyway. Shock horror!!!! Its not that bad, let's look on the bright side the fences are gone. Once the crop has been sown the ground will level off and when it grows we will have something soft to land on. In the meantime you should pay particular attention to the tuning of your engine. If it is unreliable, now might be a good time to replace it. Always fly at a sensible height allowing you time to get back to the runway.



VMAA News

David Walsh, the VMAA Newsletter editor is not standing for the position next year. Fortunately there has been an expression of interest in filling this position. David has done an excellent job and must be congratulated on his efforts.

David Nichols is the new VMAA Education Officer and is interested in any ideas members may have on how to develop new education areas. (David won our recent raffle drawn on the display day– AT6 Texan).

A heavy model flew through a factory roof near the MARCS field. This is the second time in 8 months. *I guess we're lucky that we aren't in a built up area.*

The 60th Nationals are to be held at Albury/Wodonga over the 2006/7 new year period. The Nationals web site is to be linked to the VMAA web site shortly.

It was moved at the last VMAA meeting to increase honorariums. President \$300 (increased of \$50), Vice President and all ordinary members \$175 (+\$25), Secretary from \$1.50 to \$1.60 per member, Registrar from \$0.75 to \$0.80 per member, Video Librarian from \$0.45 to \$0.50 per member, Editor \$300 per issue (+\$25). This was justified on increased workloads and honorariums have not increased for a few years. *I think these guys that give up their time for us are definitely worth the increase to what still amounts to a pretty meager amount. So we shouldn't whinge at an extra couple of bucks when the news fees are set.*

Over recent years MAAA conferences have been held in Victoria thus the VMAA was not subject to travel expenses. Now that they are to be held interstate there will be costs involved that the VMAA will be committed to which have been budgeted at around \$3000 annually.

Due to these extra financial burdens the VMAA has proposed an increase of \$2 per member. This will not be set in concrete until the MAAA fees are set for next financial year where the VMAA component will be rounded to nearest dollar.

Next years fee's, are going to be set at the MAAA Council Conference held in Darwin over the weekend of 27th/28th May.



New Models seen at field

Whilst we were away at Wagga Wagga, Russell Aggett had his new P51 Mustang out at the field for a test flight on Sunday 23rd April. Russell has been kind enough to provide the following run down on its test flight.

The mustang is a Black Horse model it took me about 3 months to build working on it on and off. It has an ASP91 4 stroke up front swinging a 14x8 prop, the radio gear is JR X388S and the wing span is 62inches.



This photo was taken on 26th February 2006 before Russell fitted the four stroke motor.

Now for its maiden flight which Murri Anstis flew, we had a lot of trouble with the landing gear as they are mechanical and they would not lock in the down position properly, but after 6 attempts at take offs and finally locking the landing gear down permanently we got it in the air. It flew really nice, Murri said it had no bad habits, he did a few rolls and loops and it seemed to perform great. Landed really well but a typical war bird comes in a bit fast, but all in all a great model and looks good in the air and on the ground.



Crash Report

We haven't heard of any member's models coming to grief over the last month which is good news.



Safety at the Field

We thought that it was about time to give the safety message a push. There was an article in the MAAA newsletter 2/2006 on safety that we thought was worth reprinting in our newsletter.

Once again I have to report that another serious hand injury has been caused by a propeller. I know I may sound boring but this is so serious. We do not want any of our members being injured and it is all of our responsibilities to ensure that we are vigilant to potential accident situations.

In this case it appears that the model was being started with a mechanical restraint but unfortunately it was not hard up against it. When the motor started, the model leapt forward into contact with restraint, only about 75mm or so, but the instinctive action of the modeller on seeing it lurch forward put his hand out and into the spinning prop.

1. Make sure that the model is hard against the mechanical restraint when starting the motor. Better still, get a mate to hold the model as well and assist you when starting.
2. Make sure the mechanical restraint is very secure.
3. Do not rely only on mechanical restraint when running the motor at high power settings, get a mate to assist by also holding the model.
4. Ensure that the motor is at low throttle before starting
5. Ensure the motor can be shut down by the throttle lever of your transmitter-
6. Always set your throttle servo so that it rotates the same way for all models. That way if you select the wrong model on the transmitter, the throttle will be correct and will not be full throttle when you think it is low.
7. Never fly at the field on your own. If you get a serious injury you may bleed to death before you can get assistance. This has happened more than once overseas.
8. Remove the glow driver and do all adjustments to the motor behind the motor.

9. Ensure that spark ignition motors have a "kill" switch easily accessible on the model and ensure your start up assistant knows where it is.
10. Do not "choke/prime" motors with glow driver attached. Spark ignition motors must have ignition switch off when "choke/priming".
11. Do not assume that a glow motor will not start without a glow driver. They do, not often, but they do.
12. It is not recommended to hand launch "pusher" type aircraft. Even small electric one cut hands and fingers. Make a launch dolly, it prevents many cuts to hand and fingers.



Events

Wagga Wagga WW2 & Military Scale Competition

As usual several of our club members made the annual trip up to Wagga Wagga, they were Gordon with his family, Rick and Pam, Graeme (aka A1) Graham and June, Roger and myself. We had an early start getting to Albury around lunch time. As this is where the next Nationals are to be held we took the opportunity to check out a couple of caravan parks not wanting to fall for the trap of booking unseen accommodation like we did at last years Nats. in Sydney. We found a couple of good ones and were advised to get our bookings in early.

We arrived at the Wagga Wagga field mid afternoon to find the weather quite blustery and cold, we were immediately blamed for bringing it with us from Ballarat. Rick and Roger were the only ones planning to compete (we were the only one's with planes!!!) so it didn't take long for them to put their models together and have them statically judged. Roger had his P39.Airacobra (we were informed several times that the model is 30 years old, I think he must have built it when he was in early 40's!!) Rick had his Kawasaki Hein.



Pam holding Rick's on the judging stand to stop it blowing off. Are you going to be long?



Rick bribing the judges; can't quite see what's changing hands!

Being so windy and cold it was decided not to fly so things were packed up and after a quick look around at some of the models their we headed for our accommodation in Wagga. We got there just before beer o'clock.

Saturday proved to be a much better day, more like we expect at Wagga Wagga. It was nice to catch up with old friends and see their latest creations however there were a lot of models we had seen before. The Wagga club put on a great weekend and seem to have plenty of good sponsors. Good sponsors don't just happen someone has put in the legwork. One of the biggest was Col Taylor, as usual he had a marquee overflowing with nice things like motors, radios, large boxes containing the latest ARF's and a huge range of servos, talk about kids in a lolly shop. Over the two days most of us walked around that marquee procrastinating over what to buy. I picked up a slightly damaged ARF trainer for a good price knowing that Hugh was looking for something to fly. Gordon purchased a nice P40 Warhawk and Roger got a Great Planes Shoestring. It must be a bit like his budget seeing he has suffered buyers remorse ever since. (Something for the ARF comp later this year)



Roger getting the P39 statically judged. Did I tell you its 30 years old?

There were at least 45 entries this year. Flying got underway just after 9.00am on two flight lines. They got

through most of two rounds on the Saturday and finished off the third round on the Sunday.

Around Midday on Saturday a Willy Willy came through picking up 3 or 4 models and dumping them down. One of them a Piper Cub was severely damaged, it had the engine mount and firewall broken off and also the wing was impaled on one of the stakes that are used to identify the pit area with pilot and aircraft name.

The last competition flight concluded around 3.00PM which was followed soon after by the presentations. As usual there were a lot of giveaways on the table for participants to choose from. They call entry numbers out of a hat and the holder gets to choose an item from the table. If you get called out first you get first choice if you're called last you get what's left over.

Results

Highest static score: Ross Woodcock - Ansaldo
 Highest flying score: Don Murray - Douglas Dauntless

Military

- 1st Peter Gow - Texan
- 2nd Noel Whitehead - Winjeel
- 3rd Peter Noak - Fairchild PT19

WW1

- 1st Dean Erby - Albatross
- 2nd Alf Williams - Sopwith Camel
- 3rd ?? Cowdroy - Fokker D7

WW2

- 1st Don Murray - Douglas Dauntless
- 2nd Barry James - Tiger Moth
- 3rd Don Murray - Ju82 Stuka

Model of the Meet

Robert Zyp - B25 Mitchell

We all had a great long weekend and even though it is a long trip it is well worth the effort, I am sure we will all be up there again next year, it would be nice to see a few more of us with models.

VFSAA (sport scale rnd.3) – Ballarat

On Sunday April 30th.BRMFC hosted round 3 of the VFSAA sport scale competition.



Field looked a bit bleak first thing in the morning.

If we had paid any attention to the weather forecast we wouldn't have bothered going out to the field. The forecast was for strong wind and rain but for once they got it wrong. I was out there by 8.00am. it was freezing cold ,first priority was to get the fire going this done the kettle on. The firewood situation wasn't looking too good but as promised Murri arrived with a trailer load of it.

By 9.00AM competitors started to arrive, there was a good contingent from the Keilor club a couple from Melbourne one from Bacchus Marsh and three from our club.



The three wise men – no its, Len Astbury, Glenn White and Murri Anstis intently watching one of the entrants performing a manoeuvre. Maybe there was a stripper loose – nah too cold.

Members of our club were given the opportunity to judge one of the rounds. Len, Glenn and Murri judged round two for both ARF and Unlimited categories.

There were two categories, Unlimited and A.R.F.

Three pilots flew ARF's:- G. Allen (A1), A. Emiliani and R. Gallio. They were first to fly for the day and I think that it was the first time any of them had flown in a scale event, they were all a little nervous. The weather conditions were quite reasonable however the wind was quartering from the south calling for a crosswind take off.

Graeme flew well but couldn't get a good landing costing him first place (see results bellow).

1 st	A. Emiliani,	Edge 540,	2205.0
2 nd	G. Allen,	Super Cub,	2143.5
3 rd	R. Gallo,	Cap 232,	1857.0

Seven competitors flew in Secondary. Rick and Roger from our club put on a good showing however Rick managed to scare everyone (including himself) with his erratic landing approaches. He had to retire after the second round, his motor had had enough! (It got scared on the last approach and spat out the throttle retaining screw) Roger improved with every round and became the eventual winner.



A few of the models that were entered.

During the second round Noel Whitehead had the misfortune to crash his Winjeel. When attempting to do a stall turn things went wrong and Noel didn't have enough height to recover the model before it went in nose first causing extensive damage. Noel must have been upset because shortly afterwards we noticed his wagon going out the drive. Thankfully it was his practice model and not the F4C competition model.

After two rounds were completed, we had a short break for lunch then the final round was flown minus Rick and Noel.



Graeme (aka A1) being presented his trophy from Trevor Pugh!

The presentations took place around 3.00PM, Trevor Pugh being the Vice President of the VFSAA made the appropriate presentations.

The results were as follows:

1 st	R. Carrigg,	Cessna 182,	2398.5
2 nd	G. Sunderland,	Albatross,	2312.5
3 rd	A. Duddington,	Extra 300,	2232.0
4 th	T. Pugh,	Staudacher,	2220.5
5 th	I. Vidak,	Cassutt,	2104.5
6 th	N. Whitehead,	Winjeel,	1918.5
7 th	R. Pimblott,	Kawasaki Hein,	1701.5

A good day was had by all, a special thanks to Gordon and Pam for looking after the catering and the club is looking forward to hosting another round of VFSAA competitions or even holding a scale rally.



Roger receiving his trophy from Trevor Pugh!

Now that ARF's are part of the competition there should be a lot more of our members attending.



Coming Events

Instructors Course Geelong 5th/6th August

Phil Pope has advised us that the Geelong club is hosting an MAAA Instructor's course. We note in the VMAA

A few more pics from Wagga Wagga



newsletter that the date has been set for 5th/6th August. If you are interested in becoming an instructor contact Phil on 5281 5138 or philgeo@ozemail.com.au. (Phil is Secretary of GMAA and an associate member of BRMFC.)

Roy Gladman Round 2 Scale – date to be set ASAP.



Event Calendar

- May 20th/21st Old Timer Annual Event – BAM Haddon.
- May 27th/28th MAAA Council Conference – Darwin
- June 10th/11th VFSAA Trophy – Shepparton.
- July 9th Scale Rally – CAC Yarra Glen.
- August 13th Scale Rally – GMAC Greensborough.
- Sept 10th Sport Scale Rnd 5 – State Field.
- Sep 16th/17th 2006 Mammoth Scale – Shepparton.
- Dec 29th 2006 to Jan 6th 2007 60th MAAA Nationals – Albury.

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

