



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – March, 2003

Committee 2002/2003

<i>President</i>	Glenn White (Acting)	<i>Returning Officer</i>	Rick Pimblott
<i>Vice President</i>	Glenn White	<i>Public Officer</i>	Roger Carrigg
<i>Treasurer</i>	Rick Pimblott	<i>Safety Officers</i>	Wayne Goodwin, Max Rowan
<i>Secretary</i>	Roger Carrigg	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Publicity Officer</i>	Graeme Allen	<i>Field Maintenance</i>	Max Rowan

The next meeting of BRMFC is to be held at Central Highlands Table Tennis Centre (corner of Howitt and Doveton Streets) on **Wednesday March 26th 2003** 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 afterwards.

We are holding our Annual Public Display day on Sunday 30th March. Your club needs your assistance on the day, so please make the effort to lend a hand.

Agenda Items for the next meeting

1. Annual Display
2. Life Member Protocol
3. Field Maintenance
4. Runway Earth Works

Raffle Tickets

The raffle tickets that were distributed with the last newsletter must be returned before the 30th March.

It would be appreciated if they could be returned a few days in advance or at the next meeting. This would alleviate the need for someone (me (Roger)) to chase up the tickets.



Points of interest from the last meeting

Please note: Some of these items/events may have changed since the meeting.

1. Annual Display

Roger Carrigg gave a brief report on how preparations are progressing. Glenn White pointed out that the sub-committee is attending to the finer details. (Sub – committee: Glenn White, Roger Carrigg, Graeme Allen and Max Rowan). The main points were:

1. Wendouree Village booked for Saturday 15th and 22nd March to promote display and sell raffle tickets. Need helpers.
2. Ballarat City Council compliance Dept. has been contacted with respect to signage. Three signs to be erected on 13th March – cost \$50
3. Advertising through the papers and TV has been canvassed by Graeme Allen and Tom Jobling.

4. Invitations to pilots are ready to go out. (*Sent out on 2nd March*)
5. Raffle tickets have been printed and distributed with the newsletter.

The next meeting of the sub-committee is on the 12th March at the home of Roger Carrigg starting at 7:30PM.

It was noted that we are resuming the catering responsibilities.

The President pointed out that we will need help from all members to make the event a success.

2. Life Member Protocol

Due to Tom Jobling's absence discussion was held over until the next meeting.

3. Roy Gladman Trophy

The Roy Gladman Trophy round 1 (novelty event) is to be held on Monday 10th March (Labour day) commencing at 9.00AM. As usual there will be a barbecue lunch and the registration fee will cover the cost of lunch for entrants.

4. Field Maintenance

Glenn White stated that he would organize the plumbing compliance certificate. It needs to be signed by a licensed plumber.

Max Rowan advised that there will be a working bee on Saturday 22nd March to start getting the field into shape for the display on the following weekend.

Peter Barnett stated that he is still awaiting a quote from Mid West Earthmovers to remove the mound where the runways intersect. (This will enable takeoff

and landing into wind for a greater range of wind directions)

5. Temporary Food Premise

Glenn White and Pam Pimblott have agreed to attend the information session to be held on 18th March at 5:30PM at the Town Hall.

6. Leukemia Foundation

Graeme Allen through Rick Pimblott, made a request to the club for sponsorship to the value of \$20 to raise money for the Leukemia Foundation. Graeme has agreed to have his hair dyed as part of his company's support for this charity. The meeting agreed to the request and will be followed up by the Treasurer and Secretary. (*\$20 was paid to Graeme out of petty cash on 2nd March*)

7. Donation for Use of Meeting Premises

Rick Pimblott raised the subject of making a donation to Keith Mundy who very kindly allows the club to use his premises for our meetings. An amount of \$50 was suggested by the Secretary which was agreed to by the meeting. (*After the meeting R. P. presented K. M. with a cheque for \$50 but it was declined. We must thank Keith for the generous donation of his premises for our meetings*)

8. Gold Wings

Nick Katsikaros asked about the situation regarding Gold Wings. The President pointed out that all members new to flying are encouraged to gain their Bronze Wings. Gold Wings can be awarded by Glenn White and Roger Carrigg who are MAAA Instructors and that the flight schedules for Bronze and Gold Wings are posted in the club house. For Gold Wings both Glenn and Roger are required which is their preference.

9. New Member

Kevin Thomas who was a visitor to the meeting joined the club at the end of the meeting. Kevin is a member of the Bacchus Marsh Club and flew at our field during the APA Model Engines Trophy. We welcome Kevin as a member of BRMFC.



New Members

At the last meeting Kevin Thomas joined BRMFC as an associate member. Kevin, an accomplished aeromodeller is a member of the Bacchus Marsh club and recently flew at our field during the APA event.

Also joining this month was Ray Clarke. Ray from Smythes Creek was learning a few years ago at Bowes Road, but work commitments precluded him from continuing on.

The club takes this opportunity to welcome Kevin and Ray as members of BRMFC. We wish them every success in their aeromodelling endeavors.

Joining on the same day as associate members were Phillip Pope and Janice Murphy who live at Teesdale. Phillip and Janice are members of the Geelong club and are also members of the APA. We also welcome them into our club and hope they visit the field regularly.



New Models seen at field

First up is Malcolm Miles' Boomerang overlooked from last month. This is an interesting ARF because it is purchased complete with the radio installed. There was a write up on the Boomerang in a recent issue of Airborne Magazine. Glenn test flew the model and found one major problem. Model reacted violently to elevator control at the bottom of a loop or steep decent. After one such incident aircraft was completely out of trim and had to be landed. On inspection it was noticed that the wing had moved back approximately 25mm thus altering the CofG and CofL. You would assume that there were not enough rubber bands fitted, but the problem was caused by the front dowel being too far forward of the wing leading edge making the rubber bands in effective. Malcolm has rectified the problem by relocating the dowel rearward so it is just below the leading edge of the wing.

Malcolm has a second model which is a smallish ARF trainer powered by an old OS30 (Circa 1970). Roger test flew it on Sunday 16th March and it was quite nice to fly. Required very little trim and it had no vices.

Stepping up in size it was nice to see Graeme Allen with his large (102") Stinson Reliant built from the Top Flite kit. Model is powered by a Super Tiger 2500 2 stroke and is painted in military colors. (An ideal model for the Wagga Military event.) Model was test flown by Graeme on the 2nd March with Murray Anstis on hand as the large model inspector. Weather conditions were less than ideal, but the Stinson handled it well especially under the expert piloting skills of Graeme.

Also new at the field was Graeme's latest acquisition which is a small high wing fast thing. Graeme got the model to fly in the Roy Gladman Novelty event. It has a trike undercarriage so Graeme can practice his landings so as to prevent more damage to the nose wheel on his Cessna!!!!

On Saturday 8th March Wayne test flew his replacement Hornet without incident in preparation for the Roy Gladman event to be held on the following Monday. Model flew like a typical Hornet with no vices.

Another one preparing for the Roy Gladman competition was Murray Anstis. He has acquired a Piper Cub amply powered by an OS 70FS. Model flies like a Piper Cub, what more can you say.

Not a new model but nice to see again. It was one of Roy's war birds. On Sunday 16th March Rick test flew (after repairs) his Stuka which he plans to take to Wagga. Model flew remarkably well but had a small mishap on landing. It damaged the RHS wheel fairing. No doubt this will soon be repaired.

Hopefully we will get some photos of these models for the next newsletter.



Crash Report

Tom was certainly unlucky once again. After repairing his Hustler trainer which crashed back in January when the port horizontal stabilizer parted company with the fuselage disaster struck again. On Sunday 23rd February the Hustler made it out to the field after major repairs. Roger gave it a test flight and it actually flew better than it did before. It was more responsive to ailerons which Tom had enlarged. Roger landed the Hustler and Tom rigged up the buddy box system so he could get back into training. After the Hustler had been back up in the air for 5 minutes or so, the wing parted company from the fuselage while Tom was pulling it out of a loop. Needless to say the fuselage made a beeline for mother earth. All that could be done was pull the engine back to idle and wait.

On examination of the wreckage (which wasn't as bad as you might expect) it was determined that the front wing dowel must have given way allowing the rubber bands to slip off. The dowel must have been fractured in the previous crash.

For someone who rarely appears in this column Glenn is now beginning to make a habit of it. While giving his Hornet a final tryout before the Roy Gladman event tragedy struck. Whilst doing a snap roll the complete tail assembly snapped off (Is that what they mean by snap roll). The Hornet then went into a vertical dive. All that could be done was shut down the motor and wait. Obviously the Hornet is no more, and was completely destroyed.

It was bad weekend for Hornets. Sorry to say that whilst attempting a spot landing during the Roy Gladman competition Wayne stuffed up. The Hornet hit the target heavily and rebounded into the air taking Wayne by surprise. Unfortunately Wayne was unable to gain control before it crashed heavily. Considerable damage to fuselage but wing escaped with minor damage. We believe that model will soon be in the air again (maybe a new fuselage).

Another mishap occurred during the competition and it was with Graeme's fast thing (see new at field). Whilst competing in the climb and glide Graeme got into difficulties when the motor was cut and he found the model to be very unstable at low speed (particularly near the stall). On attempting to position model down wind of the runway the model took on a mind of its own and decided to climb a tree. Minor damage was sustained to the model, however whilst retrieving model more damage was sustained to Wayne's crotch on the electric fence.

The fast thing flew again on Sunday 16th March, but we are unsure about Wayne's crotch.

Sadly we lost another trainer last Sunday (16th March) whilst Glenn was flying Malcolm's OS30 powered ARF model. (see new at field). Mid way through flight all elevator control was lost and the model went into a shallow dive. At first we thought it was radio failure but on examination of the wreckage we are 99% sure that the elevator pushrod became detached from either the elevator horn or the servo arm. (See following article)



Special Note From Instructors

It has been noted that more and more models are arriving at the field with snap on grub screw connectors attached to servo arms and also inferior nylon clevises. These are quite acceptable on minor controls but not **elevator** or the primary direction control (**rudder** or **ailerons**). If club members wish to use these then it is their responsibility. As club instructors we feel responsible for new members' models so in future we will refuse to fly any model that uses these types of fittings. Acceptable connectors are metal clevises, plastic clevises with safety sleeve or a Z bend.

Don't assume that a new ARF with all factory fitted parts is actually airworthy. You must check all the connectors, hinges etc, etc thoroughly.



Tips & Tricks

Some sound advice. If you look at something on your model just imagine if it was done that way on a full size aircraft and would you get in it. The point I am trying to make is that you cannot leave things to chance. There have been four crashes in the last few weeks caused by structural or mechanical failure. We need to remember that when something goes wrong it might not crash on the far side of the paddock; it could come into the pits and hit somebody.

Always make sure that the receiver aerial is well clear of servos, has no fractures and double check all pushrods and connectors.

I think that many of us underestimate the stresses that the airframe is subject to particularly when doing tight maneuvers.



Events

Roy Gladman Trophy Round 1

We held the first round of the Roy Gladman Trophy on Monday March 10th. The first round is the novelty event which consists of five fun type competitions. The competitions held were: Two minute timed flight, Climb and Glide, Balloon Burst, Carrier Deck Landing and Spot Landings. We had nine entrants, namely Wayne Goodwin, Murray Anstis, Max Rowan, Peter Evans, Graeme Allen, Peter Barnett, Rick Pimblott, Glenn White and Roger Carrigg.

The Two minute timed flight went very well. It was quite amazing how close to the two minutes some contestants were, given that they had to put up with a lot of %&\$ comments while they were flying. Max was right on the 2 minutes.

Unfortunately the climb and glide brought Graeme's model to grief. (See crash report) While climb and glide

seems to be a simple event it often causes some carnage. I guess it is the fact that the aircraft is flying with power off and is on the stall all the time. The main thing to watch is to make sure your aircraft is close to the end of the runway and facing into wind when low on altitude.

We will probably replace this competition with something else next year.

The Carrier Deck landing went well although there was some heated discussion over the interpretation of the rules. We had a discussion after the event was over and came up with some changes to make the scoring less ambiguous.

The only thing to mar the Spot Landings was Wayne's misfortune when he dinged his new Hornet (See crash report) Most pilots managed to touch down within the 5m circle and Peter Evans managed a touch within the 3m circle.

As usual we had a barbecue lunch cooked to perfection by Rob Davidson. I think we had lunch before the Carrier Deck Landing.

When it was all over the results were:

1. Glenn White 223
2. Roger Carrigg 222
3. Peter Evans 203
4. Max Rowan 195
5. Rick Pimblott 162
6. Peter Barnett 160
7. Wayne Goodwin 159
8. Graeme Allen 149
9. Murray Anstis 143

See the table of results further on in the newsletter

Wendouree Village Display

The club conducted a static display at Wendouree Village on Saturday March 15th with the aim of promoting our Annual Display Day on March 30th and also to sell some raffle tickets. We set up around 9.00AM and stayed until around 4.00PM.

Many thanks to Peter Barnett, Nick Katsikaros, Rick and Pam Pimblott, Graeme Allen, Wayne Goodwin, Peter Evans, Tom Jobling, Glenn White and Roger Carrigg for devoting their time. I hope I haven't missed anyone.



The club display at Wendouree Village. Note the models on the racks. Thanks Rick for the photos.

Nick brought along some vertical clothing racks. The wire mesh inside the rack frame was ideal to attach models to because it lifted them up high making them extremely visible.



Looks like Pam selling some raffle tickets. Not sure what Graeme is doing!! Feeding his face I think.

We have another day booked at the Village on Saturday March 22nd although this newsletter won't be out before then.

It is quite interesting to note the reaction you get from people. Some are very interested in the models and what they can do, while others show absolutely no interest whatsoever. If a young adolescent male shows absolutely no interest in something like our R/C aircraft I wonder what would interest him. Well say no more, perhaps it should be obvious!!!

Overall the day was very successful. We managed to hand out a lot of advertising flyers and sold several books of raffle tickets.

This is also part of the club's proactive endeavors to promote the sport/hobby. We can only hope that the effort pays off in the long term.

Temporary Food Premises Kit Seminar

Pam Pimblott and Glenn White attended the Temporary Food Premises Kit seminar held at the Town Hall on 18th March at 5:30PM. This is now a Council prerequisite before temporary food premises permits will be issued. Permits are required before we can conduct sausage sizzles or sell food at our Annual Display. There will be discussion on this subject at the next meeting because it has quite an impact on us. The requirements that must be observed are rather intricate and numerous.



Coming Events

BRMFC Annual Display 30th March

As you must be aware our Annual Display day is almost upon us again. Final arrangements will be discussed at the next meeting.

There will be an advertisement in the Courier on Friday 28th March and hopefully a news item on the Saturday.

Three signs have been erected around town publicizing the event. They are outside the Showgrounds in Creswick Road, in Learmonth Street near Gay's Home Hardware and in Albert Street near the 70kmh sign as you approach Sebastopol from the south.

Remember we need lots of help on the day. Signs have to be erected etc etc.



Event Calendar

Mar 30th 2003 Annual Display – BRMFC Yendon.

Apr 6 th 2003	Annual Fly in – Boundary Rd MARCS
Apr 12 th /13 th 2003	VMAA Trophy – Pakenham P&DARCS
Apr 25 th -27 th 2003	WW2 & Military Scale Event at Wagga.
May 4 th 2003	VFSAA Fun Scale Rnd 2 – BRMFC.
May 10 th /11 th 2003	Mammoth & Scale Fly-In – Swan Hill.
May 18 th 2003	Scale Rally - Pakenham P&DARCS.
May 24 th /25 th 2003	Old Timer Tri-States Champs Jerilderie.
May 25 th 2003	Sport & Scale Fly-In – State Flying Field.
June 7 th /8 th 2003	Military & All-Sorts Fly-In – Horsham.
June 7 th /8 th 2003	VFSAA Trophy – Shepparton.

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

Roy Gladman Perpetual Trophy 2003 - Scores Round 1 (10th March 2003)																			
Contestant	Freq.	2 Minute Timed Flight		Climb & Glide		Balloon Burst			Carrier Deck Landing				Spot Landing				Total		
		Time	Score	Time	Score	Take off (x5)	Landing (x10)	Score	Touch	Land in	Stop in	Bonus	Score	1st Pass	2nd Pass	3rd Pass		Score	
Glenn White	643	1:48	108	1:39	40	3	3	1	25		10	10		20	10	10	10	30	223
Roger Carrigg	631	1:57	117	1:19	30	3	1	25		10	10		20	10	10	10	30	222	
Peter Evans	605	1:48	108	1:04	30	1	0	5		10	10	25	45	15	0	0	15	203	
Max Rowan	641	2:00	120	1:19	30	3	0	15	5	10			15	5	10		15	195	
Rick Pimblott	647	1:52	112	1:18	30	1	0	5	5				5	5	5	5	10	162	
Peter Barnett	659	2:32	90	1:37	40	0	0	0	5				5	5	10	10	25	160	
Wayne Goodwin	637	2:21	99	1:20	30	3	0	15			10		10	5			5	159	
Graeme Allen	643	1:59	119	1:24	30								0				0	149	
Murray Anstis	659	1:38	98	1:20	30	0	1	10					0	5	5		10	148	



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