



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – March, 2005

Committee 2004/2005

<i>President</i>	Glenn White	<i>Returning Officer</i>	Rick Pimblott
<i>Vice President</i>	Nick Katsikaros	<i>Public Officer</i>	Roger Carrigg
<i>Treasurer</i>	Rick Pimblott	<i>Safety Officers</i>	Peter Evans, Wayne Goodwin
<i>Secretary</i>	Roger Carrigg	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Publicity Officer</i>	Graeme Allen	<i>Field Maintenance</i>	Peter Barnett

The next meeting of BRMFC is also to be held **out at the flying field** on **Wednesday March 23rd 2005** commencing at **7:00PM**. 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. There will be some lighting in case we run out of daylight.

Agenda Items for the next meeting

- 1. Strategic Plan – Club Field Ownership**
- 2. Annual Display Day**
- 3. Mowers**
- 4. Field Maintenance**
- 5. Gate Key System**
- 6. Annual Fees**

Points of interest from the last meeting

1. Container Key System

Rick Pimblott suggested that we use security key for gate/container if we are going to get new keys. Graham Waterhouse pointed out that it is very difficult to open the container doors to get mowers out. Murri Anstis said that he will look at the container door hinges to see if they can be freed up. It was stressed that the mowers should be kept in the container and will be after the strong grass growth ceases. *Custodians of the container keys are: Key 1 – Glenn White, Key 2 – Peter Barnett, Key 3 – Unknown, Key 4 – Graham Waterhouse (Gave to Murri Anstis at January meeting), Key 5 – Unknown, Key 6 – Max Rowan, Key 7 – Rob Beardall, Key 8 – Hugh McCormick.*

Action: *Murri Anstis to free container door hinges.*

(We need to get a price from Les Rodd locksmith for say 45 security keys and 2 new padlocks using existing container security key pattern. Secretary.)

2. Avalon Airshow 2005 (Sunday 20th March)

The President reminded the meeting about the bus booked to take us to the Avalon Airshow. Book your tickets through Gordon Hicks on **5332 4572 or 0427 033 981**. Tickets cost \$12.50 adults and \$6.00 for children. Bus departs Davis Bus depot at 7:30AM.

3. Open Day – 2nd/3rd April 2005

The next meeting of the display sub-committee is to be held next Wednesday 2nd March at the Secretary's home commencing at 7:30PM.

We are still awaiting the food handling permit from Moorabool Shire Council.

The sub committee has again decided that the main raffle prize will be wheel barrow food/drink hamper.

4. Strategic Plan

At the last meeting Graeme Allen submitted his draft of the strategic plan to the Secretary for perusal by the committee. The committee thought that the plan is an excellent frame work to build on. Rick Pimblott stated that he would like to see more specifics under goals. It was decided that the draft would be printed in next newsletter.

5. Constitution Amendments

Held over until after the Annual Display.

6. Mower Safety

Rob Beardall pointed out that the fuel switch on the large ride-on mower should be turned off after use. If not and the carburetor needle leaks, fuel can drain into the sump diluting the oil causing major damage to the engine. Graeme Allen suggested that we need a procedure for using the mowers. Rob Beardall offered to draft a procedure and laminate it for attachment to the mower.

Graham Waterhouse reminded the meeting that the mower battery is often flat requiring a jump start. He said he would take battery home and give it a long charge – if after that it still goes down we need a new battery.

Action: *Rob Beardall to draft and laminate mower operation procedure.*

Action: *Graham Waterhouse to charge mower battery.*

7. Field Maintenance

Murri Anstis has constructed the servery window ramp.

8. March Meeting Venue

While Central Highlands Table Tennis Centre is in the process of relocating to Sebastopol we need to settle on a

venue for the March meeting. In four weeks time there will be insufficient daylight out here at the field. Rick Pimblott kindly offered his place at Beaufort however there was a feeling that it may be too far to travel. Committee will decide and print venue in next newsletter

Action: Committee to set March meeting venue.

9. Disposal of Old Gang Mower

The President pointed out that it has been well recognized since we moved to this field that the gang mower is unsuitable unless the grass is very short. It has been raised at several meetings that it should be disposed of. The Committee suggests that we put the mower up for sale by tender.

Murri Anstis moved a motion that we put the gang mower up for sale by tender, the motion was seconded by Graham Waterhouse. It will be advertised in the next newsletter and members will be invited to put in a bid.

Action: Editor to advertise mower for sale by tender in next newsletter. (See ad further on)



BRMFC Annual Display April 3rd 2005

As this is the last meeting prior to our Annual Display day your attendance would be appreciated – there will be a lot of last minute things to arrange and jobs to be allocated. The event will be discussed at length at this meeting. Plenty of pilots and helpers will be required. The sub-committee has met regularly and most of the planning is in place. It is now up to the club to make it a successful day.

Masterfoods in Ring Road Wendouree, makers of the popular Mars bars is donating some confectionery items for the lolly drop. Many thanks to Masterfoods – I'm sure we all enjoy a Mars bar from time to time.

Annual Display Raffle

You will find in the newsletter a book of raffle tickets, these are not to wipe your "arse" on they are to SELL. If you run out, don't hesitate to ask for another book because there are plenty where they came from. On a serious note we do rely on our raffles to raise the major part of our annual income. Even if you can't sell any, please buy some yourself and send the book back to the Secretary.

We have a booking at Stockland Wendouree on Saturday 26th March (Easter Sat) to promote our display day and also sell some raffle tickets. These events are worthwhile because it gives us a chance to promote our hobby to the general public.

This year we have been fortunate to secure sponsorship from **Roj's Hobbies in Fairfield (Ph. 9482 7555 OR www.rojshobbies.com)**. An ARF Corby Starlet has been donated as a raffle prize and we have also been looked after for our goody bag giveaways. The Committee has decided to raffle the plane separately to our traditional raffle and to this end it will be raffled on the day. Many thanks to Roj's Hobbies.



VMAA News

1. Shed at State field has been repaired and hirer has signed lease agreement.
2. Shepparton City Council has agreed to assist Valley Radio Flyers with grant of \$6115 for field improvements – VMAA now signing off on loan of \$4400 to VRF which was pending the council grant.
3. MAAA is surveying state bodies to gauge support of a national magazine. VMAA is in favor as long as it is financially viable.
4. 6 displays have been approved this month (one being ours).
5. Recent storms have caused some trees to blow over at the State Field. Water has leaked into club rooms through unprotected doors and damaged the carpet.
6. **Airshows Downunder** – Scheduled to fly off main runway prior to opening of event for 20mins both Saturday and Sunday. (9:30-10.00AM). VMAA also has a site at Hargreaves Oval.



New Models seen at field

Lawrence's Boomerang has been repaired and is back in the air. We don't know what has been done but it lands on the runway now.



Crash Report

On Sunday 6th March there were two minor incidents. Firstly Rick was landing his Swallow (ARF pattern ship) when on touch down the wheels retracted which was rather strange because as you all know this model has fixed undercarriage. Rick assured us that it wasn't a heavy landing but we all think it was a result of the previous heavy landings. There was no structural damage as it appears the glue let go on the mounting block. Rick should have it ready to fly again next week.

The second incident resulted in a broken prop on Glenn's Hornet. Glenn assures us he'll have it glued back for next weekend. This is what happens when you are talking to someone while landing.



The Good the Bad and the Ugly McDonnell XF-85 Goblin

Ordered 1942 as a parasite escort for the B-29, this freakish aircraft was only 14 feet 10 inches long, armament of four .5 in. Browning machine guns was planned. As development proceeded the carrier aircraft was changed to the massive Convair B-36. The XF-85 was designed to be tucked into the bomber's bomb bay, in effect each carrier aircraft would carry its own fighter escort, up to four each. When enemy interceptors were

sighted the Goblins were supposed to detach from the B-36's, drive off the attackers and then to hook back onto the carrier aircraft.



The one and only McDonnell XF-85 Goblin. They sure had some imagination.

On August 23rd, 1948 a brave pilot detached the prototype XF-85 from a B-29 test aircraft. Turbulent air beneath the B-29 made hooking back on a nerve-wracking and dangerous chore, several attempts were made. Near disaster struck as the Goblin suddenly pitched up, smashing the canopy on the hook and tearing the pilot's oxygen mask off. He stuffed the remnants of the oxygen hose into his mouth and made a 200 mph emergency landing on a retractable belly skid. The wheeled gear shown in the picture above was for handling it on the ground! This project was cancelled in 1949, but the prototype Goblin can still be seen today at the Strategic Air Command Museum.



Field Maintenance

Front wheel bearings and throttle control have been replaced on the Rover ride on mower (The blue one). At the moment we are getting a new gear lever knob – not an easy item to buy. Then the only other item to be repaired is the muffler heat guard. This is the hardest both mowers have ever had to work with the strange weather that we have had. We have used a lot of petrol this year which confirms that the mowers have been hard at it.



For Sale by Tender

One Tractor Mower with three cutting gangs. See article **Disposal of Old Gang Mower** under **Points of Interest from the last meeting**.

In as new condition, very little use, only driven on Sundays by little old ladies.

Can be viewed and/or test driven when the runways need cutting – mandatory 2 hour test involving both runways.

If you are interested please submit your bids via the club Secretary prior to the April meeting (27th April)



Coming Events

Avalon Air Show – Sunday 20th March 2005

The club has hired a 57 seat bus from Davis Bus Lines to take us down to the air show on Sunday 20th March 2005.

It will be leaving from the Davis Bus Depot in Norman Street at 7:30AM. There is ample car parking inside the property.

Tickets will be \$12.50 for adults and \$6.00 for children. The definition of child will be fairly flexible. This should help to make it attractive to families.

To book your seats **contact Gordon Hicks on 5332 4572 or 0427 033 981**. Remember first in first dressed. In the past we have given club members and their family first option on seats. Seats left over will be available to non club members.

The club has hired a bus on several previous occasions and it has worked out very well – you don't have to worry about traffic congestion. Buses get priority into the event.

There will be some light refreshments for the trip home. On previous occasions the bus has left at 5.00PM for the trip home.

As of writing there are plenty of seats available. Let your friends, workmates etc know that seats are available.

Gordon has placed an ad in the Courier in an effort to fill the vacant seats.

WWII & Military Scale – Wagga April 22nd-24th 2005

A number of us have already booked our accommodation for this weekend. This is one of the best events on the calendar attracting models from all over the country that have to be seen to be believed. We have booked into Easts Van Park at Wagga Ph 02 6921 4287. The event runs from Friday 22nd April to Sunday 24th April.

58th Nationals Richmond NSW July 8th – 14th 2005

Once again a number of us have already booked our accommodation for this event. For accommodation details go to www.hawkesburyweb.com.au for info on caravan parks motels etc. We have booked into **A-Vina Van Village** www.caravansydney.com.au.



Event Calendar

Mar 20 th 2005	Avalon Air show
Apr 2nd/3rd 2005	Annual Display – BRMFC.
Apr 9 th /10 th 2005	VMAA Trophy– P&DARCS.
Apr 17 th 2005	Annual Display – Keilor.
Apr 22 nd /24 th 2005	WWII & Military Scale – Wagga.
May 1 st 2005	VFSAA Round 6 – BRMFC.
Jul 8th-14th 2005	58th Nationals – Richmond NSW.

That's all for now. Good flying.

G.W & R.C.

Selecting the Right Propellor for your Aircraft

Both the "PROP CHART FOR 2-STROKE ENGINES" and the "PROP CHART FOR 4-STROKE ENGINES" printed here are intended to provide an R/C sport flier with a safe, dependable starting propellor to use on a typical sport/trainer type model airplane. While the "STARTING PROPELLOR" listed may not deliver optimum performance in every single case, it should get the model off the ground and flying nicely with the engine operating in a safe RPM range. This will provide a starting point from which other size props, either from the "ALTERNATE PROPELLORS" list, or from the engine manufacturer's instructions, can be tried and compared. The model's size, weight, drag, wing loading; the type of engine being used (sport, pattern racing, etc.) and its actual power curve; the type of fuel being used; and even the altitude at which you are flying; are all factors in finally determine the optimum propellor for each different airplane. This can be done only by flying with different props and noticing any differences in the model speed and climb.

In general terms, a higher pitch prop will pull the airplane faster in level flight. A lower pitch prop will cause the airplane to takeoff quicker and climb faster. Some full-scale airplanes have adjustable pitch props so they can use the most efficient pitch in each situation. The pilot will select low pitch for the takeoff and climb to altitude, and then switch to a higher pitch for better level flight speed and fuel economy. It's exactly like shifting gears in a car. Low gear provides quick acceleration from a stop while high gear is used for better fuel economy after the car is up to cruising speed. Even owners of full-scale airplanes with fixed pitch props, like a J3 Cub, can choose between at least two different FAA approved propellers, one called a "climb prop" (lower pitch) and another called a "cruise prop" (higher pitch).

On a model airplane, you should not only try different pitch props, but different diameters as well. For example, let's say you are running a .60 2.stroke engine and start out with an 11-7 prop. The model will very likely fly real nice. Next, put on a 12.6 prop, readjust the needle valve, and fly again. Watch carefully! This time the model should be able to takeoff in a little shorter distance and you will be able to pull the nose up a little steeper on the climb out without stalling. However, the level flight speed will probably be slightly less than with the 11-7. So while the engine turns both propellers at approximately the same RPM, the flight characteristics of the airplane are slightly different with each prop. Don't be afraid to try another different size propellor and note any further changes. Usually the changes will be very small, and there will always be a trade-off of some kind, what you gain in one aspect of performance you may lose in another. By trial and error, you will eventually determine which size prop best suits your particular model and how you want it to perform.

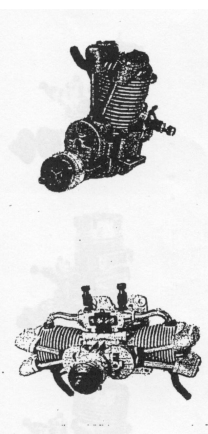
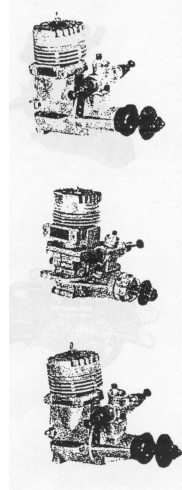
For safety, balance all propellers before use.

PROP CHART FOR 2 STROKE ENGINES

ENGINE SIZE (cu. in.)	STARTING PROPELLOR	ALTERNATE PROPELLORS
.049	6-3	5¼-4, 5½-4, 6-3½, 6-4, 7-3
.09	7-4	7-3, 7-4½, 7-5
.15	8-4	8-5, 8-6, 9-4
.19 - .25	9-4	8-5, 8-6, 9-5
.29 - .30	9-6	9-7, 9½-6, 10-5
.35 - .36	10-6	9-7, 10-5, 11-4
.40	10-6	9-8, 11-5
.45	10-7	10-6, 11-5, 11-6, 12-4
.50	11-6	10-8, 11-7, 12-4, 12-5
.60-.61	11-7	11-7½, 11-7¾, 11-8, 12-6
.70	12-6	11-8, 12-8, 13-6, 14-4
.78 - .80	13-6	12-8, 14-4, 14-5
.90 - .91	14-6	13-8, 15-6, 16-5
1.08	16-6	15-8, 18-5
1.2	16-8	16-10, 18-5, 18-6
1.5	18-6	18-8, 20-6
1.8	18-8	18-10, 20-6, 20-8, 22-6
2.0	20-8	18-10, 20-6, 20-10, 22-6

PROP CHART FOR 4 STROKE ENGINES

ENGINE SIZE (cu. in.)	STARTING PROPELLOR	ALTERNATE PROPELLORS
.20 - .21	9-6	9-5, 10-5
.40	11-6	10-6, 10-7, 11-4, 11-5, 11-7, 11-7½, 12-4, 12-5, 12-6
.45 - .48	11-6	10-6, 10-7, 10-8, 11-7, 11-7½, 12-4, 12-5, 12-6
.60 - .65	12-6	11-7½, 11-7¾, 11-8, 12-8, 13-5, 13-6, 14-5, 14-6
.80	13-6	12-8, 13-8, 14-4, 14-6
.90	14-6	13-6, 14-8, 15-6, 16-6
1.20	16-6	14-8, 15-6, 15-8, 16-8, 17-6, 18-5, 18-6
1.60	16-6	15-6, 15-8, 16-8, 18-6, 18-8, 20-6
2.40	18-10	18-12, 20-8, 20-10
2.70	20-8	18-10, 18-12, 20-10
3.00	20-10	18-12, 20-10



Strategic Plan

This is the **Draft Business/Directional Plan 2005-2010** submitted at the January 2005 meeting by Graeme Allen. Please peruse and make any comments that you feel are appropriate. This will be discussed at future meetings so that we can develop a clear direction ahead for the club. (We don't want to be like a ship without a rudder!)

Club Purposes

The purposes for which the Club has been formed are -

- (a) To promote the building and flying of fixed wing model aircraft as a leisure- time hobby/sport and as a means of providing active competitiveness amongst members and participants of other Clubs; and

- (b) To raise funds for the conduct of the Club by contribution and/or by other means as specified in Clause 35 of the Club constitution; and
- (c) To foster good fellowship amongst all Modelers.

Vision

- (a) To become self sufficient as a sporting club.
- (b) To promote membership within the club to all ages and sexes.
- (c) To foster a good relationship within the club that calls for all members to participate in its success.

Critical Success Factors

- (a) Creating an environment of fellowship.
- (b) Delivering Success through teamwork where required.
- (c) Establishing and maintaining critical task completion where required.
- (d) Participation of all members.
- (e) Promotion of the Club and its activities at all opportunities.

Values

- (a) Because all will arrive at a better outcome than one, it follows that the Club should encourage participation and involvement through consultation and discussion.
- (b) Recognition of the importance of increasing growth of membership and growth of funds so as to increase the value of being a member of the Club.
- (c) The Club to seek to be at the leading edge of the hobby/sport through dedication to continual improvement of its facilities.
- (d) To direct all resources where practicable to the promotion of the hobby/sport.
- (e) To encourage initiative and identification of opportunities to improve the function of the Club.

Current Situation Analysis

- (a) Club has 37 members.
- (b) Currently, the land used by the Club is leased and is subject to cost increases on an annual basis.
- (c) The Club runs both a major and some minor fund raising events during the year to supplement the operating income.
- (d) Funds retained by the Club at present are low if any major expense was to be incurred.

S.W.O.T. Analysis

Strengths	Weaknesses
No debut. Core membership willing to take on bulk of responsibilities. Conducts major fund raising activities.	Land is Leased. Lease period coming to an end. No control over leased area. Only friendly with one other local club. Low bank funds. Some equipment getting old. Not all club members contribute. Low membership base.
Opportunities	Threats
Increase membership. Conduct more fund raising activities. Seek available grants. Promote club.	Can be asked to move on now. Owner decides not to renew lease. Nowhere else to go.

Future Strategies

- (a) The opportunities that should be looked at by the Club for the future are listed below.
- (b) They should include additional efforts to increase the viability of the Club from both a financial aspect, and a membership aspect to ensure its continuation.
- (c) Every opportunity to increase the revenue of the Club should be taken with the view to the purchase of the Clubs own site, this will make the Club self-sufficient and alleviate any threat of not having a suitable location to conduct Aero-modeling activities.

- (d) Although Club membership fees can be a burden to all members, this should be looked at on an annual basis and consideration given to small increases to alleviate the large or dramatic increase every two years to three years.

Opportunities

- (a) Club fee increases per annum at a minimum of at least \$ 2.50
- (b) Club promotions to encourage new membership through come and see days and one free flight for anyone wishing to try it the experience.
- (c) Investigation of what local / State grants are available, that could potentially be sought, to assist the Club in a longer term bid to secure there own property.
- (d) Investigation of what state lands are available for the purposes of future potential use.
- (e) Consideration of investment of some funds currently available in the club, into an account that will give growth to the funds-
- (f) Continuous planning of fund raising events to increase Club funds.
- (g) Further investigation / consideration of surcharge on fees that could be redeemed on points for effort system.
- (h) At least three major raffles to be conducted each year to raise Club funds.

Summary of Key Points

- (a) Currently, the BRMFC has limitations in ensuring the future success of the Club.
- (b) Several issues drive these limitations with the key areas being membership numbers, and funds available to the Club, should either a major expense or relocation of the Club activities be required.
- (c) If the Club is to grow or at the very least have the ability to be self sufficient in the required areas, the security of having funds and the ability to entice new membership is vital.
- (d) Future goals need to be set by the members of the Club that can be worked towards over the next five-year period.
- (e) These need to be identified and given set time frames for achievement which will enable the Club to plan for the future.
- (f) Whilst all the members of Club may not share this view, it is important to realize the following realities: -
 - i. Membership within the Club needs to be increased in order for the Club to survive longer term.
 - ii. Funding growth needs to be “at the very least” at a level that can give the opportunity to plan and achieve longer term goals that will see the Club become self sufficient.