



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – May, 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 to be held **out at the flying field** on **Saturday May 28th 2005** commencing at **2:30PM**. This is something we are trying out to see if it is successful, whilst waiting to get back to the Table Tennis Centre. 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 afternoon tea.

Agenda Items for the next meeting

1. Field Maintenance
2. Annual Membership Fees
3. Constitution Amendments
4. Gate Keys – Quote
5. Strategic Plan – Club Field Ownership
6. Meeting Venue
7. Investment Account

Points of interest from the last meeting

1. Roy Gladman Round 1

The President presented the trophy for the round 1 (novelty) event to Rick Pimblott. Also presented round 3 (scale) for 2004 to Roger Carrigg. (*We have purchased the trophies for the round 2 and 3*)

2. Annual Display (3rd April) Post Mortem

The President asked the meeting for suggestions on what we can do to improve the event.

- a) To start the ball rolling the president suggested and Graham Waterhouse agreed that the club should award a small trophy with club badge to the 4 members who flew under treacherous flying conditions on the annual display day. (The 4 who flew were Max Rowan, Peter Evans, Glenn White and Roger Carrigg.)
- b) It has been discussed prior to the meeting amongst several members that we should schedule our annual display for Easter Sunday to avoid clashes with other modeling events. The meeting thought that it was a good idea and should be given a try. The date for next year's display would be Sunday 16th April 2006.
- c) Rick suggested that we should hold a novelty competition on the Saturday as a means of enticing modelers to come for the weekend.
- d) Advertise the annual display in all editions of the club newsletter so everyone on mailing list is aware of the event.
- e) Make sure pilots see VMAA display permit during pilot registration. Food permit should also be visible to canteen patrons.

- f) "What ifs" – If the weather turns out unfavorable for flying as it did last time all we can do is stop charging at the gate as we did. That way we have no obligation to fly. It is recognized that it is not feasible to reschedule event due to all the planning.
- g) Need more suggestions from members on how to attract pilots and how to further promote the event.
- h) Raffles – Dale Duppeller sent notification to the Secretary of his disapproval to the naming of the recent raffle. He indicated that the reference to 'booze' is unacceptable in today's climate. The committee and members can see the point he has raised and will refer to this type of raffle in the future as an Easter hamper or Xmas Hamper.

3. Strategic Plan – Club Field Ownership

Nick thanked Graeme for his efforts on the club strategy paper. In particular the SWOT analysis.

Under Opportunities and Threats Nick added some points and many points were raised during discussion.

Opportunities

- ? Park Flyer Popularity.
- ? Large number of Park Flyer outlets.
- ? MAAA publish legal 27MHz frequencies.
- ? Two (?) free visits for visitors under MAAA Insurance.
- ? Planned model section in Toyworld.

Threats

- ? Park Flyer Popularity
- ? Closure of Top Gun (source of many new members)
- ? Prospective flyers being turned off by crashing.
- ? Park Flyers flying in unsafe way in parks.

? Need to increase financial reserves and membership revenue.

Nick suggested a strategy for getting new members that addressed these points and increased the club's exposure. Discussion developed the following.

- a) Print a brochure introducing the club and inviting buyers of PF planes to come fly at the field.
 - i) On the brochure offer the new pilots help in setting up and flying their planes at the club (initially twice as visitors) and offer 1 free flight on the club trainer. Get them hooked on flying instead of crashing.
 - ii) Offer a free flight with the club trainer to get them hooked on "the real thing" Distribute the brochure to retailers of PF in the Ballarat area to be attached to the plane or handed to the buyers. Talk to the Retailers to introduce the club and get them interested. Explain it is in their interest since they will have happier customers.
- b) Establish friendly relations with Toyworld owner and manager; encourage model shop plans. (If necessary ignore personalities)
 - i) Include in scheme a).
 - ii) Note that we would need to set up a simple (peg?) system for 27MHz frequency control as described in the last VMAA newsletter where they also list the legal frequencies.

4. Annual Membership Fees

The Treasurer reiterated that we need to increase the club component of fees by the CPI to keep up with inflation. Our field rent increases by the annual CPI figure each year. The Mar 2004 to Mar 2005 CPI has been quoted in the news as 2.4%. This is the figure that we use to calculate our rent for the coming year which is due on 1st August. We haven't made as much this year on events as we did last year but keeping fee increase to CPI should see us through the year satisfactorily.

5. Constitution Amendments

Carried over until the next meeting.

6. Gate/Container Key System

Discussion over the gate/container key system has come to the conclusion that security keys for all members would be too expensive. It is still felt that it is time that the current gate keys were changed. There are too many keys floating around with non members.

Pam Pimblott volunteered to get a couple of quotes for 50 keys and 2 quality padlocks.

Members will be required to return their old key in exchange for a new one. If old key is not returned then the new key will attract a \$10 deposit.

Action: Pam Pimblott to get 2 quotes for 50 keys and 2 quality padlocks.

7. Meeting Venue

The meeting agreed that we would hold the meetings out at the field on the 4th Saturday of the month until we are able to get back to the Table Tennis Center's new premises in Sebastopol. The next meeting will be Saturday 28th May.

8. Field Maintenance

- a) Entry gate chain lock needs adjusting – too tight to get chain through gate.
- b) Need to collect some wood for the heater – working bee required.

9. VFSAA Scale Event

The club is hosting a round of the VFSAA competitions tomorrow (Sunday 1st May). We need to cater for 15-20 people.



VMAA News

The VMAA has purchased a height recording unit. The custodian is the VMAA CD (Graham Scott). All clubs and SIGS will be allowed to borrow the unit to assess the height that their aircraft reach.

VMAA has approved payment of \$100 to each of the two members attending the World F3C championships.

Model Expo is to be held at Sandown Racecourse on June 11th-13th (Queen's Birthday W/E). VMAA has taken up the option to attend and promote aeromodelling.

VMAA Executive wants input from affiliates regarding what it can do for clubs/members.

1. Could VMAA Trophy be hosted by a country club?
2. Interstate VMAA style trophy
3. Club assistance to encourage Park Flyer models. It is suspected that this is why we are losing members, probably due to costs of full R/C involvement.

Roger Chapman on behalf of Melbourne Radio Control Helicopter Club presented Darryl Gunst with a plaque of appreciation for his support of MRCHC over the years.

VMAA is to purchase 100 pilot bibs at a cost of \$900. These bibs will be made available to clubs staging events. A \$50 refundable deposit will be incurred with freight costs met by the borrower.

VMAA is investigating the storage of correspondence electronically to eliminate the hardcopy storage space.



New Models seen at field

Although not new at field Hugh had his Jodel out at the field on Sunday 15th May ready for a test flight. Hugh has had problems with the motor, originally it was fitted with a 61 four stroke and this was deemed to be too small given that it had difficulty taxiing. The Jodel is now fitted with

an Enya 120 FS which certainly guaranteed adequate power.



Hugh running up the Enya 120 four stroke in readiness for its maiden flight.

Hugh was still having some tuning problems but it was thought (hoped) satisfactory for a test flight. Glenn was given this honor. After checking control throws and finally tuning the Enya, the Jodel was pointed into wind and the go button was pushed.



Graham Waterhouse assisting Hugh tuning the engine in the Jodel just prior to its test flight.

The Jodel took a lot of elevator to get it unstuck and then it wanted to climb steeply requiring a large amount of down trim. It was about this time the old Enya made its first cough. It never fully recuperated and continued to run with a little cough every now and then just to keep Glenn and Hugh on their toes. By the time the Jodel was trimmed for hands off the coughs were getting more frequent so it was decided that a landing would be a good idea.

Unsure of the sink rate Glenn set the Jodel up for landing with too much height resulting in an overshoot, fortunately there was no cough and the Enya powered into life for a go around. On the next approach Glenn lined the Jodel up at a lower altitude and brought it in for a smooth touch down but unfortunately the nose wheel spun around pulling the prop into the ground. No damage was done. Hugh found out later that the nose wheel steering arm was loose.

Lawrence has another new model (again) and is now flying on mode 2. Lawrence got sick of mode 1 (it used to crash planes) so he decided to give mode 2 a try out. (Look out mode 3) Rick picked up a new trainer from Roj's Hobbies in Melbourne and fitted it out with a new OS 40 motor that Lawrence had tucked away. Rick test flew the model which flew predictably although a little sensitive on controls. Some minor adjustments to the throws soon sorted that out.



Max giving Lawrence a few pointers on mode 2 flying.

Lawrence flew a few circuits to get the feel of it, didn't risk a landing though, so the plane lives another day.



Crash Report

The best flying day that we have had this year was Sunday 8th May (Mothers Day). Glenn was looking forward to a good morning's flying session but alas it was not to be.



The aftermath of structural failure!

Glenn took off with the Hornet and soon after take off the customary snap roll was executed. We now know why the manoeuvre is called a snap roll because the starboard wing snapped off and made quite a gentle landing. It's a pity the rest of the Hornet didn't do the same. As you would expect it went into a vertical death dive. Glenn had plenty of time to cut the throttle and give a running commentary on what was about to happen. This model has been thrown around

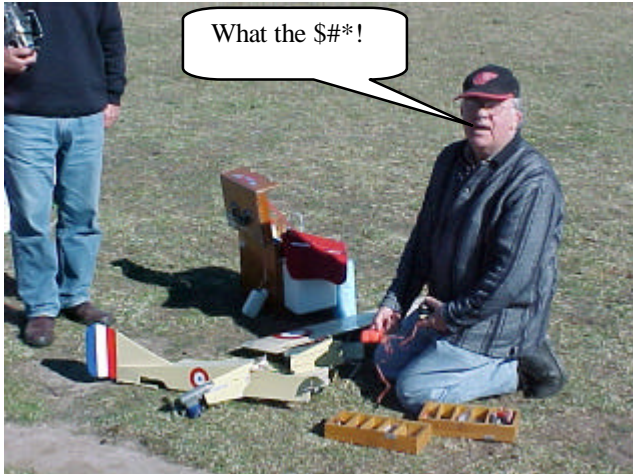
the sky for more than 12 months. On examining the broken wing it is a wonder it lasted more than 12 minutes.

A lesson could be learnt here. When you buy a pre-built model, you can't assume that it is structurally sound unless you know who built it and have confidence in the builder's ability. This also applies to ARF models.



Note that there is no wing joining braces, spar webbing, fiberglass bandage, hardwood supports. The centre section join was only relying on the balsa spars butt joined.

Shortly after Glenn's mishap another model suffered the same fate. This one was Graham Waterhouse's nicely finished Ugly Stik.



Bad luck Graham! The cause of this one will probably remain a mystery.

Graham had problems immediately model began to lift off. It was pitching violently and throttle was continually surging. Straight after take off the Ugly Stik veered right went inverted then dove into the ground causing major fuselage damage. To all intents and purposes it looked like radio problems but I guess we'll never know for sure. It could have been a faulty switch or bad connection somewhere in the wiring. Whether it was coincidence or not, but the loss of control occurred as soon as the plane passed Roger's Tx who was standing on the flight line. Of course it all worked afterwards. We tested it with other Tx's on and all seemed normal. (Graham said on Sunday 15th May that he has another fuselage almost built – wing

only sustained minor damage, so we should see another one flying shortly.)

We almost forgot, but while we were away in Wagga Lawrence was out at the field and got up to his old tricks. Not wanting to be left out of this column he had an engine out in an awkward situation and was unable to get the plane down in one piece. We hear that there is another Trainer on the way, we've heard a whisper that Lawrence is going to try mode 3!!! (This model is the predecessor of the model in the New Models at Field column.)



Item of Interest

We don't see much of Mike Faulkner at the field these days, but he is still very active building. Mike has been working on a Zirolli Plans B25 Mitchell bomber for some time now and as you can see, it is nearing completion.

The photo below was taken on 28th April. Mike's looking pretty good as well! The B25 is around 100" wing span and is powered by two Zenoah 26cc petrol engines. Mike certainly hasn't taken any short cuts with this model. It has all the detail and good gear that a project of this type deserves.

Make no mistake about it. This model would be a definite contender to take out the WWII event at Wagga. We will all look forward to its test flight and wish Mike the best of luck and hope to see him out at the field soon.



Mike Faulkner's very impressive 100+'' B25 powered by two Zenoah 26cc engines.



Events

Wagga WWII & Military Event – By Roger Carrigg

The annual WWII & Military scale event was held at Wagga Wagga over the Anzac weekend 22nd-24th April. As usual it was well attended with around 50 entrants and attracted some of the best military models in the country.

The Ballarat club managed to field a reasonable contingent. Rick & Pam, Gordon Hicks & family and Glenn White, Graham Waterhouse and Roger Carrigg all

met up outside the Brewery Tap Hotel on Friday morning around 7.00AM and drove in convoy to Wagga. Glenn managed to notice an interesting item of clothing on the roadside outside the Brewery Tap. (a pair of lacy knickers) First stop was the bakery (on the west side of street) at Kilmore for breakfast where the food is excellent. Gordon had three walkie Talkie's so we were able to stay in contact without using mobile phones all the time.

We had a pleasant trip up the highway to Wagga – weather was perfect all the way to arrive at the field around 3.00PM. Rick and Roger entered their models (Rick the Stuka and Beaver – yes 2 and Roger the P39)

The Beaver and P39 got through the static judging before failing light stopped the judges. Rick and I thought that failing light would have been to our advantage!!! The Stuka was done first thing Saturday morning. Friday at Wagga is always set aside for entry processing, static judging and test flying. The whole show was all set up when we arrived.



A shot of our camp. Rick's Stuka and Beaver, Roger's P39, with Noel Whiteheads CAC Boomerang in the foreground From left Rick, Pam, Graham, Glenn (holding Roger's pit sign, they put RRR for name) and John Lamont.

Saturday morning arrived after a pleasant night at the Rules Club (that's another story) and we were greeted with another perfect day (mid 20's and a zephyr from the north).

After pilot briefing, flying got underway on the two flight lines. Rick and I didn't have to wait long before we were on. Fortunately our flights were generally uneventful (that's the way we like'em). However, during one flight with the Beaver, Rick had an anxious moment following the low slow fly pass. The flaps were raised before engine power was applied and the Beaver succumbed to gravity (what's the saying – gravity sucks) and the Beaver sank quite rapidly. Fortunately Rick was able to open the throttle in time and the Zenoah 45 sprang into life and saved the day.

Throughout the day there was as at least one plane in the air all the time which is good for contestants and spectators alike. Always something to look at!

Sunday was a repeat of Saturday – perfect weather conditions with temperature again in mid 20's and a light breeze. What more could you wish for.



It's no show without the judges. Brian Johnson was judging this year instead of flying – to give the others a chance. Hey, hey! This shot was taken Sunday morning after Brian was fairly well refreshed the night before. A bit seedy!

Nearly all of the 51 entrants were able to fly their 3 rounds – yeah it's a long way for 3 flights but it's worth it. Rick and I certainly got our 3 rounds in. (Rick got 6 flights because he had 2 models).

As usual in these sorts of events, there were a couple of crashes. The first one that comes to mind is a CAP 10B (apparently used by the French Air Force as a pilot trainer) It appeared that the CAP got too far away and the pilot lost orientation causing it to spin into the ground beyond the hill to the north of the strip. The other one was a Piper L4 Grasshopper that lost control and crashed on take off. The pilot was obviously blaming the radio by the way he was gesturing with the Tx.



Don Murray's (NSW) impeccable Douglas Dauntless. Around 95" wing span and powered by a Moki 1.8. You have to see it to appreciate the detail.

All the rounds were finished by around 3.00PM and trophies and prizes were awarded. The Wagga club always manages to get a lot of support from local traders so that every entrant gets to pick a prize from the table.

Briefly the final scores were as follows.

WWII (21 entrants)

1 st	Don Murray	Douglas Dauntless	1372
2 nd	Rod Mitchell	Grumman Tigercat	1361
3 rd	Alf Williams	Hawker Typhoon 1B	1350
12 th	Roger Carrigg	P39 Bell Airacobra	957
20 th	Rick Pimblott	JU87 Stuka	707

WWI (8 entrants)

1 st	Ross Woodcock	Ansaldo SVA5	1320
2 nd	Dean Erby	Albatros DV a	1289
3 rd	Boyd Elliot	Sopwith Pup	1228

Military (22 entrants)

1 st	Peter Gow	Texan SN-J	1368
2 nd	Peter Noack	Fairchild PT19	1278
3 rd	Graham Harrod	DH Chipmonk	1216
20 th	Rick Pimblott	DH Beaver	627

Flying results (51 entrants)

1 st	Rod Mitchell	Grumman Tigercat	671
2 nd	Alf Williams	Hawker Typhoon 1B	648
3 rd	Dean Erby	Albatros DV a	639
12 th	Roger Carrigg	P39 Bell Airacobra	591
36 th	Rick Pimblott	JU87 Stuka	483
40 th	Rick Pimblott	DH Beaver	463

Unfortunately for both Rick and I our static points let us down. But that is to be expected when you see the quality of workmanship and attention to detail in a model like Don Murray's Douglas Dauntless.

After the presentations we went back to the camp (Easts Van Park) where we had a few refreshments and unwound from the weekend's events. A BBQ tea was on the agenda instead of going out which was rather enjoyable. We all stayed Sunday night and made our way back home on Monday morning (Anzac Day).

We all enjoyed it so much we made a tentative booking for next year at the park.

Many thanks to the Wagga Club for staging such a well run event and organizing such good weather.

On the way home we called in to see Matt and Amanda Billett (ex BRMFC members) who now live at Uranquinty (hope I spelled it right). They passed on there warm regards to our club.

VFSAA Scale Competition

We hosted a round of the VFSAA competitions at our field on Sunday 1st May. It was fortunate that the flying conditions were quite reasonable as the VFSAA has had a run of bad luck with the weather at other fields recently. The event was very laid back, everybody had a warm around the pot belly stove and flying eventually got underway around 11 AM. (About an hour late)

As there were only eight entries three rounds were completed without incident although Rick was unable to fly the third round as the Stuka sustained a cracked wing on a heavy landing to finish the second round. It cracked the wing at the gull wing outer section join.

Trevor Pugh was first cab off the rank flying his Chipmunk and gained a total score of 2155.

Jon Bellamy a new comer to scale competition was next flying an Extra 300 and gained a score of 1962.

Roger Carrigg flew his old faithful P39 Airacobra and managed a score of 2387.

Gary Sunderland with his big Fokker DVII put in his usual consistent standard of flying and finished with a score of 2314.

Noel Whitehead had his #2 Winjeel (#1 Winjeel has all the cockpit detail etc ie to F4C standard and has competed in World champs) and put in an impressive flight score to achieve a total of 2370.

Rick Pimblott entered his trusty Stuka Ju87. Rick was only able to fly two rounds but still managed to post a reasonable score of 1965.

Mark Peterson flew a light PT19 and although there wasn't much wind, it still felt the turbulence that was there. Mark managed a total score of 1960.

Last but not least was John Lamont. John flew his ¼ scale SpaceWalker to score 2214.



Gary Sunderland readying the big Fokker DVII for another sortie! (Talk about 'Meet the Fokkers')



Roger Carrigg's P39 Airacobra powered by a Magnum 91 four stroke. Airframe is 29 years young. The judges can be seen in the background

As stated earlier there were no incidents with the exception of Ricks cracked wing. (Should repair OK). Once again many thanks to the judges and the canteen staff (Rick & Pam Pimblott and Peter Taylor) for helping to make it an enjoyable day.

The results were as follows

1. Roger Carrigg	P39 Airacobra	2387
2. Noel Whitehead	Winjeel	2370
3. Gary Sunderland	Fokker DVII	2314
4. John Lamont	Spacewalker	2218
5. Trevor Pugh	Chipmunk	2155
6. Rick Pimblott	Ju87 Stuka	1965
7. John Bellamy	Extra 300	1962
8. Mark Petersen	PT19	1960



Coming Events

Roy Gladman Round 2 – Aerobatics

At this stage we are proposing Sunday 26th June. If the weather is unkind the next date will be Sunday 24th July.

This is a good opportunity to test out your aerobatic skills.

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

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

Jun 11 th /12 th 2005	VFSAA Trophy – Shepparton.
Jun 26 th 2005	Roy Gladman Round 2 – Aerobatics. Alternate date Jul 24 th
Jul 8th-14th 2005	58th Nationals – Richmond NSW.
Jul 17 th 2005	VFSAA Team Scale Rally – State Field.
Aug 7 th (21 st) 2005	VFSAA Scale Rally – Greensborough. Alternate date in ()
Sep 4 th 2005	VFSAA Scale Rally – Bacchus Marsh.
Sep 17 th /18 th 2005	Mammoth Scale – Shepparton.

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