



# BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: [www.sehler.net/brmfc](http://www.sehler.net/brmfc)

Inc. No. A0001288M

## NEWSLETTER – October, 2002

### Committee 2002/2003

<i>President</i>	Matt Billett	<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 October 23<sup>rd</sup> 2002** 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.

### Agenda Items for the next meeting

1. Life Member Protocol
2. Avalon Bus
3. Interclub Day
4. Dereel Display
5. Annual Display – March 30<sup>th</sup> 2003
6. Council Sign Off on Field Works
7. Xmas party

### Points of interest from the last meeting

*Remember the status of some of these events/activities may have changed since the last meeting.*

#### 1. Member to Member Insurance Surcharge

The Treasurer reported that he has paid the \$10 insurance surcharge to the VMAA for all BRMFC members. All members are now required to reimburse the club. Receipts are not being issued. The Secretary is receiving the money and recording payment on membership list.

#### 2. Life Membership Protocol

Tom Jobling presented the draft protocol that the sub-committee has developed. (Sub Committee – Tom Jobling, Graham Allen and Keith Mundy). Tom pointed out that the retrospectivity clause will require more discussion before it is appropriate for the club. The sub-committee thought that an honorary member status would be more appropriate for most circumstances and that Life membership should only be for exemplary service.

#### 3. Bus To Avalon

Tom Jobling reported that he can get a 57 seat bus and driver from Walkers Bus Line for \$425. Tom said that he has not had a reply from his contact regarding admission to the air show.

Rob Beardall stated that he will get a price for bus and driver through a driver that he knows.

Roger Carrigg reported that we paid \$340 cash last time (2 years ago) to a driver who works for Davis Bus Lines. The driver then hired the bus from Davis's.

#### 4. Interclub Day – 27th October

Rob Hutchings from the Ballarat Aero Modellers (Haddon Club) has acknowledged receipt of our invitation and said that he will bring it up at their next meeting.

#### 5. Council Sign Off on Field Works

Toilet requires painting to be finished off before final inspection. Tom Jobling reported that he is now working on the skirting boards. Propose to cut the boards to size at the field and paint them at home. A month should see it finished.

#### 6. Bronze/Gold Wings

Glenn White and Roger Carrigg raised the subject of encouraging members to achieve their bronze wing and gold wing flight proficiency standard. It was felt that in the light of the current insurance situation that the club should be proactive in this area.

We have received the proficiency forms from Peter Harris (VMAA Chief Flying Instructor)

#### 7. Dereel Spring Wing Festival

The meeting felt that we should fly at the Dereel Spring Wing Festival to be held on Saturday 16<sup>th</sup> November. The Secretary reported that the flying permit application has been sent off to the VMAA for approval. It was also thought that we should run a small raffle to be drawn on the day as part of our display. We flew there last year and it was very successful, the ultra light pilots then reciprocated by attending our Annual display earlier this year.

#### 8. Sausage Sizzle – Saturday 5th October

Max Rowan offered to organize the food.

Require helpers between 10.00AM and 2.00PM, a show of hands indicated good support.



## MAAA Insurance Premium

**Just a reminder to those who have not yet paid the extra \$10 for the member to member cover insurance surcharge. Please forward to the Secretary ASAP (11 Lawrie Drive, Alfredton 3350)**



## New Models seen at field

Last Sunday (13<sup>th</sup> October) Max test flew a pattern machine that he liberated from Graeme Allen. Apparently Max has given it a new paint job and mounted his 90 four stroke up the front. By all reports it flew quite well. Could be a Gold Wings test coming up soon.



## Crash Report

The only one that we know of is Glenn's Texan at Shepparton. After flying around in the circuit for some time, Glenn experienced an engine failure (What's new!). With 5 other aircraft in the air, Glenn shouted out "dead stick" to the flight controller who suggested that he land cross wind on the alternate runway which he had more hope of reaching. The Texan came in fast and on touch down rebounded back into the air coming down harder resulting in a cartwheel. It suffered some structural damage to the nose and wing supports. Glenn has never liked the model and has given it to Graham Waterhouse to do whatever he likes.



## Tips & Tricks

The three most useless things to a pilot are the altitude above you, the runway behind you and a tenth of a second ago.



## Events

### Shepparton 2002 (21/22 Sept) by Graham Waterhouse

Well once again the trek to Shepparton took place. Most went up on Friday. During the weekend a great time was had by all but sadly there were a few disasters. Some of these were the Early Albatross, Mustang, Huge Eindecker, Brian Johnson's, Douglas Invader and an Extra 300. No matter whose model or what it is, you can't help but feel for some of those guys. Of course our Glenn had a firm arrival with the Texan.



*The Ballarat crew hard at it.*

The aerobatic guys had to fly separately on an allotted time. They could fly with the other models but could not do vertical maneuvers. The decision caused a "little" controversy.



*Pilots briefing on Saturday morning.*

Rick won the raffle, an ARF RV4 complete (may make up for the Extra). Don't let Graeme near it, he will only put it in the rocks. *(I didn't say that. Ed)*



*A lovely DC4 airliner in Ansett ANA livery.*

The Ballarat group put up a good showing. Those present were Graeme Allen, Matt Billett, Roger Carrigg, Noel Findlay and family, Wayne Goodwin, Rick and Pam Pimblott, Max Rowan, Graham and June Waterhouse and Glenn White.



*Max Rowan preparing the Curtiss Jenny for flight*

*Further to Grahams' article.*

*There were a 100 plus planes entered and unfortunately there were a number of crashes caused by a mix of pilot error and mechanical failure. The Ballarat contingent enjoyed themselves immensely. All pilots came back with a picture of themselves with their aircraft.*

*The weather was spectacular over both days with bright sunshine and light winds. We all had to queue up to fly and unfortunately the split frequencies added to the problem. There was a team down all the way from Queensland (Mackay) which shows the popularity of the event.*

*From memory it took about an hour to get a flight in by the time you got the frequency and queued up in the start up area. Only 6 aircraft were allowed in the air at once.*

*As Graham mentioned Rick Pimblott won the raffle which was an ARF low wing model and Noel Findlay came back with the perpetual Biplane trophy.*

### **Mildura Fun Fly 2002 (5<sup>th</sup>/6<sup>th</sup> Oct) by Matt Billett**

All of a sudden, there it was, right in front of me. Startled and confused as to how this could happen I immediately began the negotiating with my partner, and working out the logistics of such an exercise, so as to cause as little disruption to all concerned. I am of course, talking about going into the room at home where our yearly planner is hanging silently on the wall, and glancing down to see that I only had two weeks until the all important Mildura Fun Fly for 2002, quietly pondering as to how this event was able to creep up on me with such stealth!!!!

Having the details planned out on paper, and all applications filled out and stamped "APPROVED" by the relevant authorities, I began to plan the order in which things must be packed into the van, not unlike doing a jigsaw puzzle that must be done in sequence. Of course normally I would have the trailer to put my "stunted full size aircraft" into and this would normally be a minor inconvenience.

So there I was, packed up, fuelled up, revved up, and still at work at 6:00pm on a Friday night. I was of course scheduled to leave at 6:30pm the same night for the

relatively long and rather unusual drive to the "Oasis in the desert"!!!

I arrived at 11:15pm and OF COURSE, went straight to bed, and didn't even BOTHER to talk modeling "crap" for the next couple of ours!!!! As my head hit the pillow at 1:00am, I stopped to wonder how lucky the other travelers were, who were sensible and had arrived that same night, but were also the ones who had taken the opportunity to "hit the hay" early and go to bed at a reasonable hour to ensure they were fresh and chirpy for the day of flying that lay ahead!!



*Brian Green (RCME) and Glenn Orchard with their Turbine powered Kangaroos.*

We (Myself and Glenn O) arrived at the field at about 9:30am on the first day of this two day flying marathon. Already there were eager flyers from all over setting up their models, and also visibly as keen as I to put the first "settling in" flight for the weekend on the board. It was at this stage, quite a small group of flyers, but it steadily grew throughout the day to about 20-25 pilots and their models. The pilot brief was conducted with the normal boundaries and limits set, and from there, the flying began in earnest. Anyone who had been to Shepparton 2002, could have been excused for breaking out into a rampant cold sweat when it was realized that there were quite a number of people who were on the same frequency. At "Shepp" 36.150 was relatively quiet, but make no mistake about it, there were plenty of pilots on this frequency at Mildura. We all managed some how to work amicably together so we all had several flights on both days, and subsequently all enjoyed our time there. And so the flying continued until the end of the day, when all of a sudden there seemed to be a shift in the type of models that had frequented the sky all day. They took the form of electric park flyers, in all shapes and sizes. There were Pico Cubs, Pico Beavers, Electrajets, Pico Sticks and Whattage Sukhoi SU31's. The battle for airspace and supremacy was at an all time high, in this frenzy of twilight flying. Amazingly there was only one "close call", when the most important news of the day was "blurted out" by one of the Sunraysia club members....."GRUBS UP!!!!!".....and mysteriously the tiny, silent electrics all landed, almost all at once. It was what everyone REALLY went to the SAM's fly-in for.....the Saturday night camp oven and dessert supplied by the Cheesecake

Shop. Man!!!! What a meal!!!! Three types of roast meat (of which you were dished up all types!!), veges, and gravy to boot. As if this was not enough, can you believe they then expected us to stuff in some cheesecake in as well. Funnily enough, most managed to do this without so much as a slight fuss. All “full as a goog”, the nocturnal flying began. There were several park flyers fitted with LED’s for visibility. The fun continued until about 10pm, when most retired for the night to “re-charge” for the next day. Well....some of us went to bed early, but as usual I still had a miniscule amount of energy left, so the flying continued at the residence of the said GlennO until the wee hours of the morning once again.



Robert George’s petrol powered Extra.

The sun came up (that’s right Ballarat Flyers, the sun DOES rise every morning.....you just have to be somewhere that there is no cloud to stop it!!!!!!), and the day promised to be purely AWESOME!!!! Arrival at the field was at about 8:30am and several people were already consuming the “standard issue” bacon and eggs. Having done this several times, I thought it best to get my model out. It was in good company as it sat motionless in a long line of fantastic entries from two turbine driven Kangaroos, to several ducted fan Spectres that were flown with unbelievable guts, to giant scale Sea Fury war birds, and even someone’s Venetian which I suspect may have been stolen from the kitchen window.



Barry Angus with his big Sea Fury and looks like an Ugly Stik.

There were too many models to mention, but the standard was excellent. And so it began yet again, and continued until 2:00pm when the presentations were presented (funny that!!!). Having completed this task with a relatively low brawl count, and no-one even given the blood rule, it was sadly time to depart for the deflating drive home. At the bare minimum it gave me some “think time” to reflect how much I had enjoyed the weekend just passed, and how with some luck I would probably do it all again next year!!!!!! Thanks so much SAM for a great time!!!!

*Thanks Matt for the excellent article. Next year we will try and make sure that more of us to get up there. I know I always enjoy it up there.*

**Sausage Sizzle – 5<sup>th</sup> October**

The club conducted the first of its two sausage sizzles on Saturday 5<sup>th</sup> October outside Safeway Sebastopol. Glenn and Max set up the barbecue at 9.00AM. Glenn said that somebody else can cut up the onions next time. (Always whinging).



*The workers – Glenn White cooking the snags, Gordon Hicks serving and Roger Carrigg taking the money. What a team!!!*



*The talkers – Never, they are really just taking a hard earned rest. ha ha!*

The rest of us arrived around 10.00AM and assisted with the preparation and serving. It’s amazing what has to be done. Even laying the bread out on a serviette and storing

in a container ready for serving takes time. Many thanks to Max for organizing the food and getting all the equipment ready and on site.

After selling around 300 sausages, the club made about \$190 profit. This is a pretty good effort for a morning's work. The club must thank Max Rowan, Glenn White, Gordon Hicks, Graham Allen, Graeme Waterhouse, Wayne Goodwin, Peter Evans, Brett James and Roger Carrigg for giving their time.

### **Bonfire Night – by Gordon Hicks**

On Saturday 12<sup>th</sup> October my son and I attended the Northern (State) flying field.



The field was host to the local CFA bonfire night and included a display from a few of the members there at the field along with fireworks, dancing, Kiddy rides, a BBQ and plenty of GROG!



The Northern Flying Group flew a mixture of models including electric and fuel powered models. They also had a static display inside the shed which is where the flown models were displayed after dark.

The shed (hay barn) is on the Northern end of the field and came with the purchase of the land by the VMAA and is used by the CFA and other local organizations a few times a year, but is not used directly by the Northern flying group. Instead the group has erected clubrooms on the field on the western end of the field. These clubrooms are only used by aeromodelling groups. The field will also be hired by S.I.G for competitions.

The club room comes complete with mains power, hot and cold running water, kitchen, muster room, male and female toilets, a large storage area with what looks like a workshop hidden away at the rear. All up the building looks to be approx. 15m x 9m. The water tank pictured supplies the rooms with water and with the purchase of a bore pump the bore will provide the water for the grounds and irrigation system for the runways.



The clubrooms separate the car park from the pits and flight line for the north, south runway.

In case you can't find their field in the VMAA Directory, the State field is situated on **Quails Rd, Darraweit Guim**, east of the town of **Bolinda (Melway map 425 G3)** which is between **Sunbury** and **Kilmore**.

With what has already been accomplished in barely 12 months I envisage an already impressive field becoming a perfect example to show off to the rest of Australia.

*Many thanks Gordon. Due to space limitations, this is an excerpt from Gordon's article; perhaps Gordon will place a full copy on the notice board.*



## **Coming Events**

### **Interclub Get Together – 27<sup>th</sup> October**

Invitations have been sent out to the Golden Plains Club and Ballarat Aero Modellers (Haddon Club) to join us for a relaxed days flying and BBQ lunch on Sunday 27<sup>th</sup> October. It is basically a normal Sunday social flying with the opportunity to catch up with the other aeromodellers in our area. Please note it in your diary.

### **VFSAA Fun Scale – 3<sup>rd</sup> November**

The Victorian Flying Scale Aircraft Association is holding the 4<sup>th</sup> round at Geelong on Sunday 3<sup>rd</sup> November. The event will be held at the Geelong Club's new field at Swan Marsh near Queenscliff. We don't know exactly where it is so will have to get directions from the Geelong club.

### **Sausage Sizzle – 16<sup>th</sup> November**

We have one more sausage sizzle booked for later this year. The two that were held last year were very successful and helped to top up the club coffers. The location is outside the **Sebastopol Safeway** Supermarket on the morning of Saturday **16th November**. If you can spend a couple of hours and help out it would be much appreciated. In any case it is a bit of fun, you can have a few jokes with most people.

Unfortunately it is on the same day as the Dereel event so we will have to work out who is involved in each event.

### Dereel Spring Wing Fair – 16<sup>th</sup> November

Once again the club has been approached by a community group at Dereel to put on a model aircraft static and flying demonstration on Saturday 16th November 2002. They are running an event called Spring Wing, which involves ultra-light aircraft, vintage/veteran/classic cars and rides for the kids etc. It is being run on private property at Dereel where there is a 2000 foot runway. We have submitted an application to the VMAA for a permit to fly. Once again we will need some members who have models that they would like to put in the static display. Flying will depend on the permit application being successful and the conditions on the day being favorable. Notwithstanding that, flying must be restricted to experienced pilots due to the tight nature of the area.

The ultra light group which is at the center of this event supported our display day this year by flying in their ultra light aircraft.



### Top Gun Models on the move

Murray and Sandra have decided its time for a move.

Top Gun Models is relocating to **907 Howitt Street** (between Clark Rubber and Toy Kingdom).

The move is taking place on Saturday 2nd November ready for opening on **Monday 4th November**.

We wish Top Gun Models every success in their new premises which by all accounts is much larger than the current shop.

Watch out for the opening specials!!!!



### Bronze/Gold Wings

Anyone wishing to go for their Bronze or Gold wing flight proficiency, please contact Glenn White or Roger Carrigg. There have already been a couple of enquiries.



### Event Calendar

October 27 <sup>th</sup> 2002	Interclub Get Together – Yendon
November 3 <sup>rd</sup> 2002	VFSAA 4 <sup>th</sup> round – Geelong.
November 16 <sup>th</sup> 2002	Sausage Sizzle – Safeway Sebas.
November 16 <sup>th</sup> 2002	Spring Wing Fair at Dereel.
November 23 <sup>rd</sup> /24 <sup>th</sup>	Hamilton Annual Fun Fly and Swap meet.

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



Model Trains, Ships, Aircraft,  
Plastic Kits, Die Casts, Live Steam,  
Radio Controlled Cars,

**FOR ALL YOUR AEROMODELLING NEEDS**  
**(We are on the move – see above)**

1B Ascot Street Nth, Ballarat. Ph. 5332 8298

907 Howitt Street Wendouree (As from 4<sup>th</sup> November)

Web Site: [www.giant.net.au/topgun](http://www.giant.net.au/topgun)

E-Mail: [topgun@giant.net.au](mailto:topgun@giant.net.au)