



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – October, 2003

Committee 2003/2004

<i>President</i>	Glenn White	<i>Returning Officer</i>	Rick Pimblott
<i>Vice President</i>	Wayne Goodwin	<i>Public Officer</i>	Roger Carrigg
<i>Treasurer</i>	Rick Pimblott	<i>Safety Officers</i>	Graham Waterhouse, 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>	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 22nd 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.

Agenda Items for the next meeting

1. Strategic Plan
2. Life Member Protocol
3. Field Maintenance
4. Annual Display – Date Clash
5. Roy Gladman Round 3 – Scale
6. Visitor and Incident Book
7. Xmas Party and Raffle

Points of interest from the last meeting

1. Strategic Plan

Due to Graham Allen's absence this item was held over until the next meeting.

2. Life Member Protocol

The Life Member Protocol printed in the September 2003 newsletter was discussed and the following comments were made.

- a) Graham Waterhouse thought that due to the small size of our club we should abolish honorary and life membership.
- b) It was then pointed out that the new rules will make it very difficult for anyone to be nominated for honorary or life membership unless our membership increases dramatically.
- c) It was decided to hold over until the next meeting for further discussion; however it was acknowledge that this item has been on the agenda for a long time and needs to be put to rest.
- d) On another note, the President raised the issue of the Committee having the discretionary right to lend a member the VMAA affiliation fee if that member was thought to be in financial difficulty. Meeting thought that it was inappropriate and that the new payment by installment facility would provide the alternative solution.

3. Field Maintenance

Field maintenance was discussed and the following points were made.

- a) Fencing the compound is well under way.
- b) An overflow pipe has been fitted to the main water tank to prevent water collecting at the back of the garage.
- c) A roof over the container is the best way to fix the water leaks. (About 12 months ago the roof was sealed with copious amounts of silicon which has reduced the leaks but the poor state of the roof means that leaks will only get worse).
- d) A bull nose verandah has been proposed over the servery on the kitchen to stop the driving rain getting in. Graham Allen and Max Rowan to investigate.
- e) We will be able to plant more trees in a couple of weeks once the fence is completed.

4. Annual Display – Date Clash

The Secretary reported that John Lamont has not heard back from the Keilor club regarding the VFSAA date clash with our next Annual Display scheduled for 28th March 2004.

Action: Secretary to send John Lamont another email.

5. Jackets and Badges

It was noted that Gordon Hicks is taking orders for jackets etc. Please contact Gordon with your orders.

6. Sausage Sizzles

The meeting was reminded that our first sausage sizzle for the year is scheduled for Saturday 27th September outside Safeway Sebastopol commencing at 9.00AM Graham Waterhouse, Rick Pimblott, Glenn White and Roger Carrigg said they would participate. Roger Carrigg to organize sausages and bread, Glenn White to buy and cut up onions. Roger to ask Tom Jobling to pick up BBQ from field.

7. Roy Gladman Round 2

Due to cancellation resulting from poor weather, the new date for the Roy Gladman aerobatics is 5th October.

8. Other Business

- Glenn White asked Graham Waterhouse how June was getting on and suggested that the club should send a get well card.
- The subject of a visitor and incident book was raised (don't know by whom). It was placed on the agenda for discussion at the next meeting.

9. Fence around compound – By Peter Barnett

Three signs have been attached to the fence in front of the pit area. Gordon Hicks supplied the colorbond metal with folded edges for safety. The wording is “Restricted Area. No spectators beyond this point”. (Thanks to Gordon H. for the metal and Peter B. for doing the sign writing).

The fence posts, top and bottom wires and one gate has been hung for the second stage fence which encircles the compound. Rob Beardall has made up a wire mesh strainer tool that can be attached to vehicle by rope. (Thanks Rob).

Peter B. suggested a “Duty of Care” sign should be erected to remind pilots of their safety obligations. Glenn White noted that some clubs state that only MAAA affiliated members can fly at the field and that perhaps we should state the same.



Jackets

Those that have ordered club jackets etc through Gordon Hicks are reminded that the money will be due the week after the next meeting. Please make sure you get the money to Gordon so that he does not have to chase up everyone.



New Models seen at field

An update on Max's Pitts. He has now got a good motor in it (thanks to a generous and good-hearted person I won't mention). Max still has to do some work with the muffler then I am sure the next time the model is flown there will be no problems.

I (Glenn) have made some changes to the engine mounts on my Nomad to prevent the vibration experienced when both engines were run at full revs. Replacing the ply mounts with aluminium seems to have solved the problem.

Last Sunday following the Roy Gladman comp both engines were fired up and eventually tuned to somewhere near sync.

Having never flown a twin before I was a little apprehensive, I taxied the Nomad out onto the runway and tried a couple of trial take-off runs. The first thing that became apparent was that the model wasn't going to be over powered! In fact it was going to need every ounce of power it had. The second thing noted was that two ounce fuel tanks don't last very long.

After refuelling the model was soon back on the runway, with no more excuses the throttle was pushed open. Both engines came on song, I wish I could report that the Nomad tore down the runway but I cannot instead it slowly picked up speed (I could have ran faster) and just prior to the end of the runway I eased back the elevator. To my surprise the Nomad took to the air and climbed out very scale like. The elevator is very sensitive and the ailerons are very precise the model showed no vices. Only three or four circuits were flown, I kept thinking of those tiny tanks. The model was set up for a landing power was cut and with the model being so light it landed just like a trainer.

On Sunday 5th October a potential new member Lawrence brought out a Boomerang ARF trainer. I (Roger) checked it out and flew it for him. Lawrence flew a couple of nervous circuits. I think with some practice he would be solo in a short period of time.



Crash Report

Sunday 5th October. Sorry to say Gordon makes the column this time. After making such good progress with his flying he had a lapse of concentration and cart wheeled doing a touch and go. It was only an old model and Gordon is now in the process of getting another one in the air for next weekend.

On the same day we had a rare mid air and what was even 'more rarer', was that it involved two indoor electrics that obviously should have stayed in doors. The models were Max's Cub and Alan Saints (Ararat) Eindecker. One of Max's wings made a nice landing about 5 mins later after the collision. The Eindecker had minor damage.



Events

Shepparton Report – by Glenn White

Well it's that time of year again, spring is in the air and a young mans fancy turns to aero modelling or something along those lines! The first major event for the season is the Shepparton Mammoth Scale Rally. Several club members made their way to the event witch was held on the weekend of September 22nd/23rd. Roger, Max and myself travelled up on the Friday afternoon in appalling weather conditions, it was raining and blowing a gale and

the prospect of having a good flying weekend were remote.

Saturday morning arrived and we couldn't have wished for a better day. There wasn't a breath of wind and not a cloud to be seen. We arrived out at the flying site well before nine and found things to be well underway. Only Max and Roger took models (Cessna and Jenny) so it didn't take long to unload the trailer that was parked miles away! Tip, if you ever go anywhere with Roger take comfortable shoes he cannot park near anything.

As the morning progressed more and more modellers arrived but I don't think that there was as many as last year, apparently the weather in Melbourne was still blowing a gale deterring some would be competitors.

Entry fees were: Pilots \$25.00, spectators \$5.00 or \$10.00 per car. Half hour pit pass \$2.00.

Food was reasonably priced but I thought \$2.00 for a coke was a bit much.

There were a lot of familiar models as well as some interesting new ones, every year they get bigger and bigger, the highlight of the weekend was a 45% Tiger Moth built and flown by the Scerri family. The Tiger Moth was flown on both days and looked very realistic.



The 45% scale Tiger Moth – flew very realistically

David Law had his turbine powered MiG 29 a very nice model but it seemed to me to be a little underpowered especially when it was overtaken by Roger's Cessna, only joking! David had a close call on his final flight, when attempting a low pass the MiG hit the centre of the runway at full throttle and bounced back into the air leaving the landing gear doors, canopy and pilot behind. The model seemed to be unaffected, landing gear was lowered and a perfect landing was made.

There were some nice Gee Bee's one was an A.R.F. flown by Peter Harrison (Ex Snoopy)

The best model I have seen for a long time was a beautifully presented Aeronca Model LC. owned by Jim Brennan. It was ¼ scale and powered by a Saito five-cylinder radial engine. Unfortunately it was not flown so was ineligible for any awards.

There was a sizeable representation of large aerobatic type planes; again these get bigger every year, as do their power

plants. Some good displays were put on, plenty of hovering within inches of the ground which is always a crowd pleaser.



One of the Gee Bees – doesn't it look a handful!!

The flight line was run very professionally however there was one mid-air that maybe should not have happened, an Art Chester Jeep came through low over the runway and hit a Bristol bi-plane that had just taken off. Surprisingly the Art Chester Jeep came off second best crashing heavily at the end of the runway whilst the Bristol made a safe landing.



The magnificently detailed Aeronca LC with Saito 5 cylinder radial engine.

When we arrived out at the field on Sunday it was debatable whether or not to take the models out of the trailer as the weather had conditions had changed. It was quite cool and the wind was strong. However as the morning progressed conditions improved and by early afternoon they were perfect again.

At the start of flying on the Sunday there was another mishap, this time a large Harvard I think the plane was pulling out at the bottom of a split S when one wing parted company with the fuselage, needless to say nothing could be done to save the model.

With so many models flying over the weekend it is a credit to the pilots and the organisers that crashes and mishaps were as minimal as they were.

All in all it was a great weekend we all enjoyed ourselves and look forward to doing it all again next year.

P.S. Congratulations to Max winning best W.W. 1 Military with his Curtis Jenny. There were reports of a photo in existence of a Cessna with minor nose wheel damage. It hasn't surfaced yet, maybe in the next newsletter.

Sausage Sizzle – 27th September

We held our first sausage sizzle for the year on Grand Final day outside Safeway Sebastopol. If we had been selling grog we would have made a fortune, however we sold all our sausages and made a profit of \$183 for the club. Thanks to the members who gave up their time for the club to make it the success that it was. We have another one booked for Saturday 29th November. This date clashes with the Hamilton event so we will need some members who are not going to Hamilton to run the sausage sizzle.

Roy Gladman Competition Round 2 - Aerobatics

Finally we had some good weather and were able to run the aerobatics event on Sunday 5th October. This event has been postponed several times over the last month or two due to poor weather.

We could not have wished for better conditions and what wind there was, was straight down the runway from the west. Unfortunately, same old story only six members competed. Competition started around 10:30AM and with only six competing we were able to fly three rounds. See score sheet at end of newsletter for results. If you want to see your individual score sheets look on the notice board at the field. Thank you to Hugh, Graham W. and Tom J for judging, and also Rick and Pam for the catering.

It was such a nice day that we attracted a couple of visitors from other clubs, Murray Ellis from GMAA and Alan Saint from Ararat. They both had a fly after the competition and enjoyed the day. In fact Alan has invited our club to a days flying at Ararat.

PS. It won't be long before we run round three which is the scale event. Let's see if we can get a few more members competing (Graeme A., Graham W., Noel F., Wayne G., Rick P., Hugh McC, Len A., etc etc).



Container Keys

I (Roger) am still trying to account for the eight (8) container keys. The keys to the lock on the container are registered security keys and are numbered 1 to 8. Key 1 – Glenn White, Key 2 -----, Key 3 -----, Key 4 – Roger Carrigg, Key 5 -----, Key 6 – Max Rowan, Key 7 – Roger Carrigg (spare), Key 8 – Hugh McCormick. As you can see keys 3, 4 and 5 are unaccounted for.

Please help to fill in the gaps.



Fences in outer paddock

If you have noticed some fence poles erected in the outer paddock recently, they were done by the land owner.

On Tuesday evening 30th September several members met with Geoff Fiskens to discuss the location of some of the fences. Geoff thought that where he had positioned them gave us plenty of clearance. After some negotiation he has agreed to relocate one of them and push the close ones further back from the runways where they shouldn't pose a problem.

Apparently Fiskens are dividing some of the paddock into one hectare allotments as part of a sheep drenching trial. We are told that the fences will be low enough to step over.

We are also told that it is a temporary for two years, but if it proves to be permanent it should not be a problem because they are a long way from the runways (near the rock pile). We have to remind ourselves that we do not lease the entire paddock. Wouldn't it be nice to own our own block of land!!



Strategic Plan

As Graeme Allen has taken up the challenge of drawing up a strategic plan for the club he has requested input from you – the members. Where do you want us to be in 5 and 10 years time? What do you want the club to achieve?

Please submit your thoughts to Graeme so that he can get this worthwhile document put together. A copy will then be pinned up on the notice board at the field.



Coming Events

The major events coming up on the calendar are the official opening of the State Flying Field on the weekend of November 22nd/23rd and the Hamilton Swap meet the weekend after. (November 29th/30th) A number of us have booked into the Lakeside Motel at Hamilton.



Event Calendar

Oct 18 th /19 th 2003	Mallee Rally – Warracknabeal.
Oct 19 th 2003	VFSAA Scale Rally at MARCS.
Nov 2 nd 2003	VFSAA Sport Scale at Geelong.
Nov 22 nd /23 rd 2003	Official Opening of State Flying Field – Northern Flying Group (NFG).
Nov 29 th /30 th 2003	Hamilton Fun Fly and Swap meet.

Indoor Electric flying - Netball Stadium Norman Street
Wendouree (2.00-4.00PM)
Enquiries: Chris Foley 5342
4285.

19th October, 23rd November.

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

Roy Gladman Perpetual Trophy - Scores Round 2 Aerobatics (5th October 2003)

Contestant	Aircraft	Round 1	Round 2	Round 3	Total	Remarks
Roger Carrigg	Executive Single OS46FX	692	738	398	1430	Engine failure during last round
Peter Evans	Extra 300 OS 46FX	702	714	669	1416	
Glenn White	Hornet Enya 45	453.5	705	707	1412	Engine failure on first round
Peter Barnett	Own design low wing sport	584	710	700	1410	
Max Rowan	OS91FS Pattern ship	676	682	701	1383	
Nick Katsikaros	Own design low wing sport	646	638	687	1333	



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

- ? Dave Platt 1/5 scale Zero
Partial kit (everything but wood) **\$220**
- ? Saito 150 Four Stroke engine (new)
Golden Knight series (RRP \$1150) **\$699**
- ? Mongoose Mountain Bike with helmet **\$400**

(Indoor Electric – Netball Centre Norman Street. Sunday 19th Oct. 2.00-4.00PM)

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