



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.startek.com.au/brmfc

Inc. No. A0001288M

NEWSLETTER – February, 2006

Committee 2005/2006

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The next meeting of BRMFC is to be held out at the flying field on Wednesday February 22nd 2006 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.

Agenda Items for the next meeting

1. Field Maintenance
2. Constitution Amendments
3. Open Day 2nd April 2006

Points of interest from the last meeting

1. Field Maintenance

- a) BBQ Area – Max Rowan to get a load of packing sand delivered on Saturday 4th February so that the bricks can be laid between shed and container. Working bee scheduled for Saturday 4th February. (*Working bee was held and bricks laid and shade mesh erected*)
- b) Wiring in Kitchen – Still awaiting Rob Beardall to finish.
- c) Small mower is out of action due to broken cutting deck lever. (*Max has since repaired lever*)
- d) The large generator requires more work to be done on the external fuel tank. Fuel is not flowing as expected.
- e) Sheep droppings on Runway – There have been some comments recently regarding this problem. Unfortunately it's a fact of life at our field. Normally the mower breaks it up but of course during the dry weather we are not mowing. There are rakes in the shed which are for clearing the runways. There have been suggestions of towing something behind car to break it up.
- f) Max has made seven model restraints which are stored in the shed. Max has also put some sockets in the pit area where the restraints can be inserted. Of course when the ground is soft they can be pushed into the ground anywhere.

2. ARF Scale Event

The date for this year's ARF Scale event has been confirmed as 22nd October 2006

3. Constitution Amendments

4. Roy Gladman Round 1
5. Club Promotion – Begonia Festival

Not done yet – Held over until next meeting.

4. Open Day 2006 Sub Committee (2nd April)

- a) Glenn White, Roger Carrigg, Rick Pimblott and Max Rowan agreed to go on the organizing sub committee. Rick put forward an invitation to be sent to flyers to encourage participation.
- b) We have Ballarat Council permit to erect advertising banners from 19th March.
- c) Already have Moorabool Shire food permit and awaiting VMAA display permit approval.
- d) Book Stockland Wendouree for Saturday 25th March to hold display to sell some raffle tickets and promote open day.

Action: Secretary to book Stockland Wendouree for Saturday 25th March

Action: Secretary to send out pilot invitations.

5. Nationals 2007 Submission

Due to lack of support we did not proceed.

6. Roy Gladman Round 1

Scheduled for Sunday 12th February. (*Did not eventuate – rescheduled for 26th February*)

7. APA Event

We are hosting the APA (Australian Pattern Association) Model Engines Trophy over the weekend of 28th/29th January. This is an annual event that we host at our field. Henry Hutchinson has advised that he expects 14 entrants. Rick and Pam are organizing the catering (as usual).

8. Adoption of a Charity

While Nick Katsikaros was overseas he sent this item for discussion at the next meeting (this meeting)

I propose BRMFC adopt a suitable charity each year – preferably local – to be co-recipient of our fund raising efforts. We can adopt a different charity each year and donate, say, 20% of our raffle and sausage sizzle profits. This would be advised on the tickets/at the sausage sizzle.

My reasons are.

Firstly, and most importantly, it puts something back into the community, making the club less remote from the mainstream. We will be raising money for a worthy cause as well as just for our own benefit. I feel this is important if we are asking the public for money.

Secondly, it will improve our image with the public. We aren't just big kids playing with our toys, we care for the community. The people involved with the charity will also be a source of good will and word of mouth.

Thirdly, I think this will make the club more money in the long run. We will sell more raffle tickets, get more members and increase good will.

Lastly I think it's the right thing to do.

The meeting discussed the idea, and in principle was not in favor. However if someone comes forward with a definite proposal we would be willing to give it consideration. The general feeling amongst the members is that as a group (modelers in general) we do not get any assistance from any tier of government like other clubs such as cricket, football etc receive and as such are left to our own devices to keep ourselves afloat.

9. Club Promotion – Begonia Festival

There has been a suggestion on the books for sometime now that we should participate in the Begonia Festival as a way of promoting club/hobby. The parade date is set down for Saturday March 18th and we are contemplating entering.

Gordon Hicks tabled the 2006 Parade General Information and Guidelines document and is submitting the necessary paperwork to the organizers. How we would do this has not been established yet. Who would participate, organizing a trailer etc all has to be determined.

Gordon also submitted a proforma sheet to be used for club flyers.



Field Maintenance

We had a good working bee on Saturday 4th February although it was disappointing that not many turned up. It was mentioned at the previous meeting and notification was sent out by email. We now have a paved area between the shed and the canteen and the posts are erected to carry the shade sail. Russell and Nathan Aggett laid some concrete slabs to create a path between the end of the canteen ramp and the kitchen door. Max was a slave driver and Graeme was what we've come to expect A1.



Mind if I knock that fly off your head Graeme?

Last weekend (12th February) Rick brought out some folded stainless steel sheets for use in constructing the BBQ bench.



Russell contemplating how to fit a square slab into round hole!!! Pictures a bit dark, camera was facing into the sun.



Half way through laying the bricks, Max has let us knock off for lunch.

Many thanks to Phil Pope for coming up from Teesdale to lend a hand. Phil is an associate member and a member of the Geelong club.

Murrie has taken some of the timber off cuts home to make up some more road signs for our open day.



Is this more maintenance at the field?



The good the bad and the ugly, you choose!



New Members

Murray Ellis has joined the club as an associate member. Murray lives at Meredith and is a member of the Geelong Club and is also the VMAA President. We hope to see Murray at the field on a regular basis.

It's pleasing to report that we have had a number of prospective new members out at the field over recent weeks. The club is always looking for new blood.



Methanol

You'll be pleased to know that Rick has managed to sniff out another 200L drum of methanol (Shell Racing A) so we are well stocked.

The Committee has decided that it is more convenient to keep it out at the field in the container and Max, being the field maintenance officer has volunteered to look after the sales. Fortunately we have got it at a good price and can keep the member sell price to \$25 for 20L (\$1.25/L). If you want methanol get in touch with Max on 0408 501 584.



Got time for a laugh!

Didn't have any VMAA news this month so I thought we'd throw this little gem in for good measure.

Dear Tech Support:

Last year I upgraded from **Girlfriend 7.0** to **Wife 1.0**. I soon noticed that the new program began unexpected child processing that took up a lot of space and valuable resources.

In addition, **Wife 1.0** installed itself into all other programs and now monitors all other system activity. Applications such as **Poker Night 10.3**, **Football 5.0**, **Hunting and Fishing 7.5**, and **Racing 3.6**.

I can't seem to keep **Wife 1.0** in the background while attempting to run my favorite applications. I'm thinking about going back to **Girlfriend 7.0**, but the uninstall doesn't work on **Wife 1.0**.

Please help!

Thanks, **Troubled User....**

REPLY:

Dear Troubled User:

This is a very common problem that men complain about. Many people upgrade from **Girlfriend 7.0** to **Wife 1.0**, thinking that it is just a Utilities and Entertainment program. **Wife 1.0** is an **OPERATING SYSTEM** and is designed by its Creator to run **EVERYTHING!!!** It is also impossible to delete **Wife 1.0** and to return to **Girlfriend 7.0**. It is impossible to uninstall, or purge the program files from the system once installed.

You cannot go back to **Girlfriend 7.0** because **Wife 1.0** is designed to not allow this. Look in your **Wife 1.0** manual under **Warnings-Alimony/Child Support**. I recommend that you keep **Wife 1.0** and work on improving the situation. I suggest installing the background application **"Yes Dear"** to alleviate software augmentation.

The best course of action is to enter the command **C:\APOLOGIZE!** because ultimately you will have to give the **APOLOGIZE** command before the system will return to normal anyway.

Wife 1.0 is a great program, but it tends to be very high maintenance. **Wife 1.0** comes with several support programs, such as **Clean and Sweep 3.0**, **Cook It 1.5** and **Do Bills 4.2**. However, be very careful how you use these programs. Improper use will cause the system to launch the program **Nag Nag 9.5**. Once this happens, the only way to improve the performance of **Wife 1.0** is to purchase additional software. I recommend **Flowers 2.1** and **Diamonds 5.0!**

WARNING!!! DO NOT, under any circumstances, install **Secretary With Short Skirt 3.3**. This application is not supported by **Wife 1.0** and will cause irreversible damage to the operating system!

Best of luck,
Tech Support.



New Models seen at field

David Howe arrived out at the field just in time to see the completion of the A.P.A competition and was fortunate to have Andrew Burgdorf test fly his new model which is called a Balus. This was quite fitting, as the new model just happened to be a Pattern ship, one of which I remember seeing many years ago. The model flew with no vices. David has painted it dark gray and I found it very hard to see.



David is preparing his new Balis pattern ship for its maiden flight.

David has been kind enough to supply some info on his new model since it flew (when you're an editor that's a godsend) so here it is from the horse's mouth so to speak.

I went out and had another flight on Tuesday (31st January). I am still trying to trim it out and iron out a few problems, but it seems to look promising. The paint scheme has to go though as even in mild sunlight you can cook an egg on the surface. I don't like admitting the fact, but I commenced building the aircraft in 1989 when I was just out of high school. Unfortunately uni, marriage, work and babies seemingly without a gap, has hampered my progress.

The Balus (pidgin for bird or aircraft) was designed by Graeme Stowell around 1982 in Papua New Guinea. Graeme won numerous F3A Australian and Pacific titles flying the aircraft and I think was placed in the top 20 in the world. His design philosophy was quite interesting and practical. The aircraft is essentially completely symmetrical with the thrust line extending through a symmetrical wing and tailplane. The Fin and rudder areas are basically equal above and below the tailplane thus reducing the tendency for sideslip-roll coupling in the knife edge and it also to a small degree removes any pitching tendencies due to drag when conducting vertical manoeuvres with neutral pitch trim. Graeme spent many years modifying the design and testing such things as a split rudder and a CofG mounted fuel tank to name but a few.

Graeme by the way has his own balsa wood plantation in Rabual and has been exporting wood since 1982. He is

now on the Gold Coast and has just started a new business called Qld Balsa selling balsa wood in all shapes and sizes. (See Airborne Nov 2005, No 205). If you would like any further details you can contact Graeme at info@qldbalsa.com.au.

(Thanks for the info David Ed.)

It was nice to see Max's Jenny back in the air again last Sunday (February 5th) after major repairs. You did a good job Max. The Jenny sustained considerable damage during a crosswind landing at Hamilton in late November last year. Max had a couple of flights and all appeared to be okay. The landings were spot on.



Max's Curtis Jenny after repairs

Another *New At Field*, the latest addition to the Waterhouse family.



Bonny waiting for someone to throw her something to fetch.



Crash Report

On Sunday 12th February Murrie had a hard landing with the Bleriot and sustained minor damage to the wingtips. When Murri took off the weather conditions were quite acceptable but during the flight the wind picked up and swung around to the north causing strong turbulence near the ground making landing difficult.

Later in the day with the same conditions Russell had a mishap on trying to take off crosswind with an engine that was not on song. Shortly after lift off with lack of power the Boomerang veered downwind and the inevitable happened. The wing dropped and cart wheeled along the ground causing basically minor damage - Pulled out firewall. Knowing Russell he'll have it fixed in no time.

Moral of the story – If the engine is not running right on the ground it won't improve in the air, and never let the model turn down wind on lift off.

We've been advised to allow extra space in this column in forthcoming issues as we have had it from the horse's mouth that Lawrence (of Africa – not Arabia) is going to get back into flying. He's changed modes again.



Tips & Tricks

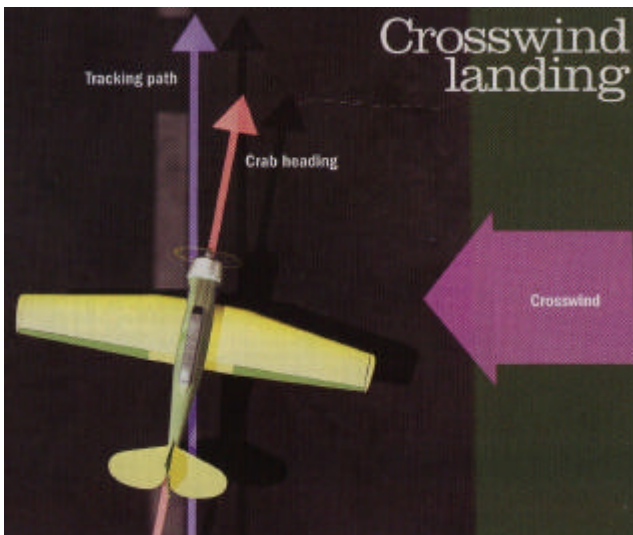
I (Glenn) read an interesting article in Model Airplane News, *Land like a Pro*. There are a couple of newer members that are getting to the stage in their training that involves landing also a few older members that should be better at it. Following are a few extracts that may help.

Landing issues.

Think backward. Many pilots encounter problems when the plane is coming towards them and all the controls are reversed. Over time, this becomes second nature but in the beginning, it can be quite bewildering. If you are just learning how to land, try to keep in mind that when the plane is coming towards you and one of wings drops, you'll have to move the aileron stick in the direction of the lower wing to raise it up.

With the plane low to the ground, all of your stick movements should be done slowly. That way, if the plane does start to head in the wrong direction, it will travel just a short distance before you apply corrective measures. Smooth slow stick movements will prevent potential disasters more often than it will cause them.

Crosswind landings.



In a crosswind landing, you should set up a crab heading angle that produces a straight tracking path. The stronger the crosswind, the larger the crab angle needs to be.

Crosswind landings are among the most difficult situations. If you have practiced all of the basic steps to landing, such as mastering a standardized landing pattern and using elevator to control speed, throttle to control altitude, ailerons to keep the wings level and rudder to steer the plane at low speeds, you won't find crosswind landings difficult. Regardless of the wind conditions, the key to any landing is a good approach. If you are not happy with your landing approach, call it off and come round again. Constantly following a rectangle pattern every time you land your plane will improve your odds of a good approach. To maintain better control it is good practice to keep your approach speed a little above what you would normally use, especially in gusty winds.

When landing in a crosswind, the plane has a tracking path (the direction that the plane is traveling). If you use a technique called "crabbing" the plane also has a heading direction (the direction that the plane's nose is heading). The strength and direction of the crosswind will determine how much crab angle you will need to keep the plane on a straight track down the center of the runway.

For example, a 15mph wind coming across the runway at a 10 degree angle will make little difference on your landing Approach, however, a 15mph coming across the runway at 45 degrees will require some compensation on your part during landing. A 15mph wind coming across the runway at 90 degrees will require total concentration on landing.

Establish a neutral crab angle so that the plane tracks parallel down the runway with the fuselage slightly angled into the wind (the angle will be dictated by the crosswind).

Use the rudder to turn the nose into the wind and ailerons to keep the wings level. If you have too much or too little crab angle, the plane will start to track off course, so adjust your rudder accordingly to get the plane to track straight down the runway. Once the plane is a foot or two above the runway, slowly apply opposite rudder so that the fuselage straightens out parallel to the runway, and flare the plane as you normally would. Remember to move all of your controls (including the rudder) slowly.

Moving the rudder quickly at this slow speed could cause a spin, and that is the last thing you want. After a bit of practice you'll fear crosswind landings again.

Computer assistance

Using a computer radio will allow you to incorporate some mixing programs that can make landing your aircraft just a bit easier. If your plane is equipped with flaps, you can program a mix so that once the flaps drop down to slow the plane, the elevator automatically compensates for the extra lift by applying some down trim. Even if your plane doesn't have flaps, you can set up a mixture to have the ailerons drop and act as flaps while still working as ailerons. This will slow the plane down but still give you the control you need to keep the wings level.

Other mixes that could help with landing the plane include one that automatically applies a little up-elevator

as the motor is throttled back. This will keep the plane flying level at slower speeds. Another mix could beset so that when the rudder is applied, it gives opposite ailerons to keep the plane level. Dual rates would be helpful to have so that when the plane slows down, you can switch to high rates and have more control throw. This is equivalent to having more control authority at slower speeds.

The ultimate mixing program for landing is one that puts the plane in a landing mode. With one flip of a switch, you can have the plane lower gear (if equipped with retracts); lower the flaps, incorporate a rudder/aileron mix to keep the turns flat; automatically adjust the elevator to compensate for the extra lift generated by the flaps; and switch all of the control servos to high rates. Now your plane is set up for a soft gentle touchdown.

Editors comment. You would have to hit that switch pretty quickly if you had to do a go around!!



Events

APA Weekend. – 28th/29th January 2006



Competition ready to start. Waiting for low ceiling to clear on the Saturday.

The weekend of January 28th & 29th saw the running of the APA (Australian Pattern Association) Model Engines Trophy. This year the event was of particular interest to me (Glenn) as I was entered in it (after quite a lot of pressure was applied by other club members that should have been competing as well). I would like to take this opportunity to thank Graham Scott for spending some time with me going through and explaining all the maneuvers in the Sportsman schedule and a big thank you to Andrew Burgdorf for calling for me. It was a bit nerve racking to start with but after struggling through the first round things improved.



One of the excellently presented pattern ships. Most are powered by either YS 140/160 4 strokes or OS 160 2 strokes.

On the Saturday the weather let us down again, it rained on and off all of the morning and most of the afternoon, only two rounds were completed. Sunday was a much better proposition, with ideal weather conditions. We had an 8.00 am. Start and got the competition finished by late afternoon. And just to make things even better Rick and Pam had a bacon & egg breakfast.



The winners circle – there's Glenn on the right with his trophy.

The flying results are as follows:

- Sportsman:** (3 entries)
 - 1st Paul Cook
 - 2nd Glenn White (BRMFC)
 - 3rd Jason Sparks
- Advanced:** (3 entries)
 - 1st Chris Simmons
 - 2nd Peter Newman
 - 3rd Peter Hill
- Expert:** (5 entries)
 - 1st Fernando Monge
 - 2nd Rob Lauder
 - 3rd Gary Schmedge
 - 4th Rob Clarke
 - 5th Henry Hutchinson
- Masters F3A:** (2 entries)

1st John Brann
2nd Graham Scott

Masters FAI: (5 entries)

1st Andrew Burgdorf
2nd Adam Crossman
3rd Glen Orchard
4th Robert Tuncks
5th Tom Blood

Many thanks to Rick and Pam for looking after the catering and also to the other members who assisted over the weekend. Without the catering it would not be much of an event and it also brings a few extra dollars into the club coffers.

I think everyone enjoys and appreciates the club hosting this event. It gives our members a chance to see some excellent aerobatic models and a very high standard of flying. To my knowledge there were no incidents over the whole weekend and there must have been around 90-100 judged flights plus test flights. To me, that makes a statement in itself.



Coming Events

Roy Gladman Rnd 1 Novelty

The date for this event is **Sunday 26th February 2006**. We would like to get things underway by 9:30AM.

Tentatively the events are: (Glenn might have some other goodies for us)

- | | |
|---------------------------|-------------------------|
| a) 3 minute timed flight. | d) Carrier deck Landing |
| b) Climb and glide. | e) Spot Landings |
| c) Balloon burst | |

This is designed to be a fun day. There will be a small registration fee to cover the cost of trophy and BBQ lunch. There is no reason why any member who can fly solo cannot participate in this event. The rules will be available on the day and can be changed at will.

As usual judges will be open to bribery! And of course the judge's decision will be final and no correspondence will be entered in to.

Warrnambool – March 4th/5th

Several members have shown an interest to attend the two day fun fly (open day) down at Warrnambool this coming

March. Pam has already booked a couple of motel rooms for the Saturday night so anyone wishing to join us needs to make arrangements A.S.A.P.

Open Day – April 2nd

The sub committee was formed at the last meeting and will meet on the 8th March (2 weeks) after the next general meeting. Would all members capable of flying at this event, please make sure that you have a robust model ready to fly.

Once again we hope to get visiting pilots to help us out with the display.

We are going to raffle the AT6 Texan kit that was donated to the club by Model Engines during the recent ARF Scale event, so be prepared for some more raffle books. (We hold two raffles per year.)

Wagga WW2 and Military Scale – April 21st-23rd

A number of us have our accommodation booked for this weekend which is one of the premier events on the scale calendar. If you are interested in going, contact Rick.



Event Calendar

February 19 th	Scale Rally – Kyneton.
February 22 nd	BRMFC General Meeting – Yendon.
February 26 th	Roy Gladman Round 1 – Yendon.
February 26 th	Sport Scale Rnd 1 – P&DARCS.
February 25 th /26 th	APA pattern – Mannerim Geelong.
March 4 th /5 th	Two day Fun Fly – Warrnambool.
March 5 th	Sport Scale Rnd 2 – Keilor.
March 19 th	Monty Tyrell Memorial – P&DARCS.
April 2nd	BRMFC Annual Display – Yendon.
April 13 th -25 th	59th Nationals – Partly at Strathalbyn SA.
April 14 th -16 th	F3A Pattern Aerobatics, Aust. Masters – Shepparton.
April 21 st -23 rd	WWII and Military Scale – Wagga Wagga.
April 30 th	Sport Scale Rnd 3 – BRMFC Yendon.
May 27 th /28 th	MAAA Council Conference – Darwin

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