



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – July, 2006

Committee 2005/2006

<i>President</i>	Glenn White	(0412 641 188)	<i>Public Officer</i>	Roger Carrigg	
<i>Vice President</i>	Nick Katsikaros	(0438 559 985)	<i>Safety Officers</i>	Hugh McCormick	(5333 3448),
<i>Treasurer</i>	Rick Pimblott	(0417 424 819)		Graham Waterhouse	(0417 377 099)
<i>Secretary</i>	Roger Carrigg	(0437 842 277)	<i>Newsletter Editors</i>	Glenn White,	
<i>Publicity Officer</i>	Gordon Hicks	(0427 033 981)		Roger Carrigg	
<i>Returning Officer</i>	Rick Pimblott		<i>Field Maintenance</i>	Max Rowan	(0408 501 584)

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The **Annual General Meeting** of BRMFC is to be held **out at the flying field** on **Wednesday July 26th 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 afterwards.

The ordinary meeting will then be held with the newly elected committee.

Agenda Items for the next ordinary meeting

- 1. Sausage Sizzles – Fund raising**
- 2. ARF Scale Competition**
- 3. Field Maintenance**
- 4. Membership Fees – 2006/7**

Annual General Meeting

As already noted above, the AGM is to be held on Wednesday 26th July prior to the ordinary meeting. This is where the current committee, present their reports and the committee for 2006/2007 is elected.

Please do your best to make it to the meeting. It is encouraging to see a good roll up at the AGM.

It would be nice to see some nomination forms submitted to the returning officer. A nomination form was included in the last newsletter. All positions are with the exception of Treasurer are up for re-election.

Presidents Report

Don't the years go by quickly, hard to believe that we are round to the A.G.M. again. We have had a busy year again with our field improvements and things are now beginning to look the part.

Looking back over the last year the only major disappointment was the poor Open day we had. We cannot do anything about the weather what we get is what we get!

It's a good thing we didn't put all our eggs in one basket the raffles and sausage sizzles all helped out plus the A.R.F. day we had.

There have been a few changes to the field that we have no control over, all we can do is make the best of what we have. Now that the outer field is plowed up it is imperative that we land on the runway and pay more attention to the tuning of our motors.

Things are looking bright for the coming year we have fund raises booked, the A.R.F. and Open days set all we need are a few willing hands to make them successful.

I'll take this opportunity to thank the other members of the committee for all the work they have put in.

The last three weekends have been very poor for flying but is still nice to see a few of you braving the conditions. It is also nice to see the good attendances we are getting at our meetings, lets hope the trend continues for the A.G.M.

We have had a few inquiries from potential new members so we are expecting our membership to increase over the next month or two.

I have enjoyed my year as President and don't mind standing again, however if there is anyone else wanting to give it a go it would be great to have some new input. Don't be afraid to have a go when you are President you learn how to delegate all the s*#te jobs.

That's all for now.

Warmest regards, Club President (Glenn White).

Treasurers 2005/2006 Annual Report

Yet another financial year has passed, this year unlike the last few years we have good news to report. Our events which are major fund raisers have made money, mainly due to the fact that we actually had reasonable weather for our open day. I would like to thank those members who assisted at all our events.

We must remember that without these successful events we would not be able to enjoy the excellent facilities we have at the field.

This year we withdrew some money from our working account and put it into a term investment, which is earning reasonable interest.

Treasurer (Rick Pimblott).

Secretary's 2005/2006 Annual Report

The Secretary's job is not a particularly glamorous one. It involves mundane things such as sending and receiving club correspondence, taking the minutes at our meetings. Perhaps the Secretary needs a secretary. (A little blonde one would be nice. I'll have to check with other club secretaries)

Where practical, all club records are kept in electronic format which makes the information much more usable. The minutes of meetings are emailed to all club members who have an email address. Interestingly over 80% of members now have an email address. We also email the newsletter to more than 50% of members, which is an enormous saving on postage.

I don't mind doing the Secretary's job again but it would be nice to see someone else showing some interest in taking on the position. The current committee has been virtually unchanged for the last 5 or 6 years.

Roger Carrigg,
Secretary.



Subs 2006/7

Just a reminder that subs **MUST** be paid before the **1st August 2006** if you wish to fly. If you have already paid please disregard. As you will see we have managed to keep the fees as low as possible. There has only been a small increase in the club component to keep up with inflation thus maintaining the financial viability of the club. The fee structure that we have will still require supplementing with money raised from sausage sizzles, raffles, open days etc.

The club fees for **2006/7** are:

	MAAA/ VMAA	Club	Total (2005/6)	Change
Seniors	\$134	\$74	\$208 (\$204)	\$+4
Pensioners	\$127	\$67	\$194 (\$190)	\$+4
Juniors	\$72	\$37	\$109 (\$136)	\$-27
Associate		\$49	\$49 (\$48)	\$+1

A junior member must be under 18 years as at 1st July 2006.

To qualify for the pension rate a member must have a **FULL MEDICAL ENTITLEMENT** card.

Please fill in all your details on the form so they can be checked against the club membership database. The payment form was included in the last newsletter and there are also some forms out at the field on the notice board.

Send completed form with your payment to the Secretary Roger Carrigg, 11 Lawrie Drive Alfredton 3350.



Points of interest from the last meeting

1. Sausage Sizzles – Fund raising

After some discussion at the last meeting Nick Katsikaros

volunteered to contact Bunnings to see if we can hold a sausage sizzle at their premises in the near future. Nick spoke to Colleen at Bunnings and she provided the following info: (Bunnings ph. 5338 1403). The following is an extract of Nicks email.

There is no fee, but Bunnings must site a council permit for the sausage sizzle. They are heavily booked with their earliest vacancies being in September: Sunday the 3rd, 10th, 17th or Saturday 30th.

These dates may be appropriate as a lead in to the ARF Scale day – if that's what we want to do. I suggest we move quickly if that is the case. They often get cancellations but only notify groups who have permanent council permits since usually there is only 2 days notice.

Bookings for Nov, Dec will be at the start of October. They normally book in 3 month blocks so we'll probably need to stay on the ball if we want to book close to Xmas and Easter.

The meeting thought that we should pursue opportunities at Bunnings. Nick is to contact Bunnings again.

Nick rang Coleen on Thursday 29th June and booked the only remaining Saturday, which is October 21st. If this is not convenient we will have to cancel. Bookings for November onwards will open beginning of October.

Coleen is to send Nick info detailing the new system Bunnings has just started which means:

THEY SUPPLY ALL the cooking equipment – BBQ, tools, gas, tables, gazebo, blackboards.

We supply the consumables – staff, meat, disposable gloves, refrigeration, thermometer etc.

She also stressed the importance of the permit and said the council had been checking frequently.

2. Roy Gladman Round 2 – Aerobatics

The President reminded the meeting that the Roy Gladman round 2 aerobatics competition is scheduled for this Sunday July 2nd. As usual we will have a BBQ lunch. Secretary is to confirm with Rick and Pam regarding the BBQ.

3. Field Maintenance

- a) BBQ Area – For the purposes of the minutes we are saying that the BBQ area is now finished. In reality there may be some more fine tuning required as we use it more.
- b) Wiring in Kitchen – Rob Beardall has this under control.
- c) Outside Lighting – Rob reported that he has located one outside light and is still looking for a second.
- d) Max has wired up the generators so that we can either plug in the portable or the main generator. (We are running on the portable generator tonight). Rob is to tidy up the connection.
- e) Max advised that he purchased a new battery for the ride on mower today and fitted it just before the meeting started. This time we bought a Delkor battery at a cost of \$60. This is a better quality battery than the current one which will not hold

its charge. (The current battery is only 12 months old.)

- f) Murri Anstis advised that he has constructed and fitted a cover over the BBQ gas bottle.

4. ARF Scale Competition

The Secretary advised the meeting that he has notified the VMAA Contest Director so that the date (22nd October) will be included in the VMAA calendar.

5. Membership Fees – 2006/7

The President reminded the meeting that membership fees for 2006/7 fall due on the 1st July. Members were asked to make every effort to pay on time. It makes a lot more work for the Secretary and Treasurer if late payers have to be chased up.

6. Entry Gate

Ever since the field has been ploughed and the stock removed we have been tending to leave the entry gate open which everyone tends to enjoy. However, the concern is that the last person to leave may overlook closing and locking the gate. (Farmers don't like others to leave their gates open.)

To avoid this potential worry the meeting agreed that we should continue to keep the gate closed.

7. Car Pooling

The Secretary pointed out that members should look at 'car pooling' on meeting nights. We all arrive and depart at much the same time so one's independence is not severely compromised. With the current price of petrol it makes good sense and you have some company as well. Have a look at the membership list and see who lives near you or is on your way to the field. (The membership list was included in the **April 2006** newsletter.)



Field Maintenance

Hugh reported that he was unable to get the mower started even after the new battery was installed. After driving all the way out to the field for nothing, he wasn't too impressed. Rob was good enough to take the mower to his place and strip it down. I have since been informed that the brushes on the starter motor were to blame. When I arrived out at the field on Sunday Matthew had just about finished mowing the east west runway. Let's keep our fingers crossed that it keeps running this time. When members are prepared to give up their time to do the mowing we must have a mower that is reliable.

It looks like the Fiskens have sown a crop of oats and with the little rain we have had they have started to sprout. It will be nice to see the paddock green again.

Murri fitted the cover to the gas bottle (5 mins before the last meeting started) to protect it from the elements.

We all need to keep a look out for wood for the pot belly stove as our stocks are dwindling. Perhaps we should take a wander down to the big cypress tree to the west of the runway and pickup any wood that is lying around.



Update on Gordon's Progress

Good news! Gordon arrived back home from the Eppworth Hospital on Wednesday 5th July and is now an outpatient of the Queen Elizabeth Rehabilitation Hospital here in Ballarat. I'm sure Gordon would appreciate a phone call or maybe even a visit from club members whilst he is recuperating.



VMAA News

The next VMAA newsletter is to be published in July.

New Club – A new club has been formed at Kinglake. The Kinglake MAC was accepted as an affiliate member of the VMAA at the last VMAA meeting held on 13th July. The VMAA has offered the new club a loan of a frequency board to help them on the way.

Nationals Future – The MAAA is to form a new sub committee to investigate the future of the Nationals. State nominees are to be submitted by August 15th. The VMAA Executive elected Daryl Gunst as the VMAA representative.

Video Library – The Video Librarian notes that DVD's are becoming the preferred option of hiring rather than video tapes. VMAA may only purchase DVD's in the future.

State Field – The NFG proposes to level out the undulations in the pit area at the State Field. The new NFG committee feels that the State Field is under utilized at the moment and will advertise in the VMAA newsletter for clubs/members/SIGS to come and fly at the state field.

Loans – With the ever increasing request for loans and grants, the VMAA executive is working on documenting a Loans/Grants procedure.

Model Permits – It has been reported that members (VMAA affiliated members) are flying heavy models / turbine models without the necessary permits, probably as a test flight. Members should be made aware that this may void their insurance and that any new aircraft requiring permits **MUST** only be flown with an approved inspector until the required permits have been issued.

2007 Nationals – RC, C/L and FF groups are to confirm what events will be run at the 2007 Nationals. The VMAA Executive presented a request for a grant from the MAAA to establish a Hard Surface for a C/L circle at the TCMAC (Albury) field for nationals use. This request was rejected by the MAAA and an offer of a loan was granted. The VMAA Executive was not happy with this reply and will be requesting a postal vote for a further request of a grant to be considered.

A Nationals Web Site Link has been added to the VMAA web site.

Airshows Down Under 2007 Avalon – Roger Chapman and Murray Ellis attended a meeting on 3rd July with respect to the forthcoming air show at Avalon. At present the VMAA has been asked the following:

- Are we to attend? (VMAA reply to be YES)
- Flying on main flight line prior to official opening.
(VMAA reply, tentative at this stage)
- Flying at Hargraves Oval.
(VMAA reply, tentative at this stage)

Roger Chapman has offered to write an article on modeling and the VMAA to be used as publicity by the Airshows Down Under organizers.

VMAA Executive Committee 2006/7 – At the VMAA AGM held on 13th July the following positions were elected and declared.

<i>President:</i>	Murray Ellis	(no change)
<i>Vice President:</i>	Paul Winter	(no change)
<i>Secretary:</i>	Chris Caulcutt	(no change)
<i>Treasurer:</i>	Brian Dowie	(no change)
<i>Registrar:</i>	Graeme Wilson	(no change)
<i>Contest Administrator:</i>	Graham Scott	(no change)
<i>Ordinary Member No. 1:</i>	Ron Bird	(no change)
<i>Ordinary Member No. 2:</i>	Jim Ray	(no change)
<i>Ordinary Member No. 3:</i>	David Nichols	
<i>Ordinary Member No. 4:</i>	Joe Finocchiaro	

The Executive appointed positions are:

<i>Video Librarian:</i>	Ivan Chiselett	(no change)
<i>Editor:</i>	Joe Finocchiaro	
<i>State Flying Instructor:</i>	Peter Harris	(no change)
<i>Assist Flying Instructor:</i>	Murray Ellis	(no change)
<i>Education Officer:</i>	David Nichols	
<i>Heavy Model Coordinator:</i>	Daryl Gunst	(no change)
<i>Display Coordinator:</i>	Roger Chapman	
<i>Web Master:</i>	Brenton Spear	(no change)



New Models seen at field

The ARF king is at it again. This time it's a giant Top Flite P51 Mustang. Graeme had it out at the field on Sunday 25th June for its maiden flight.



Graeme's (aka Al, no Al aka Graeme) giant scale Top Flite P51 powered by US 41cc petrol engine shortly before maiden flight. These are quite an impressive kit.

However some minor last minute work had to be done on the main wheel axles. Spacers and locknuts were required to prevent wheels rubbing on the struts. After some

hunting around for washers and nuts the wheels were secured. Graeme gave the engine a run up and all seemed okay. The US 41 seemed to have a lot of pull.



Notice all the 'kills' it's had. Al couldn't resist when it came to sticking on the swastikas. The other side as well!

After a cup of coffee to steady the nerves (we didn't have anything stronger) Graeme decided to give it a go. We noticed that the cockpit was fogged up on the inside so the pilot must have been having some anxious moments as well. On the first attempt Graeme wasn't quick enough on the elevator and it nosed over. Take 2: This time Graeme held some up elevator and the P51 tracked down the runway and gently lifted off and climbed out. A couple of trim circuits were made and Graeme noticed that his Tx was still in program mode and he S#\$\$ himself and immediately set up for a landing. We hate to say this but it was a really nice landing. Well done Graeme but next time we want to see the U/C retract!

Some finer details for all the aficionados:

Top Flite Giant Scale P51 Mustang.
Wing Span: 84.5", Scale: 19%, Weight: 9kg, Engine: US 41cc petrol swinging a 20x8 propellor.
Radio: Tx JR X388s, Rx JR PCM.

Russell's latest model is a ROBIN made by Phoenix models, it has a 50 inch wing span, powered by an OS40.



Russell Aggett's new Phoenix Robin powered by an OS 40. This shot was taken on Sunday 9th July.

Russell bought it at a small model shop in Melbourne, and he learnt later that it's an old model as they don't make these anymore. Russell said that he test flew the plane on Wednesday 12/7/06, flying conditions were good and the little robin flew really well, but it is a hand full being so small but all up he likes it and is looking forward to many many more flights from it. I should think it goes like a rocket being only 50" wingspan and powered by an OS 40. You wouldn't want to let it get too far away otherwise you'd loose it visually.

On Sunday 16th July Glenn had his new CAP232 out at the field for some preliminary engine runs.



Glenn gassing (what's new) up the CAP for engine test runs.

Glenn bought the airframe a couple of weeks ago from Graeme Allen. When Graeme had it, it initially had a 120 FS then a Saito 150 FS but unfortunately Graeme did not have much luck with it and decided to hang it up. Glenn new that Graeme had the model and thought that it would suit his Zenoah 23 petrol motor down to the ground.



CAP232 certainly looks good; the yellow finish should make it highly visible in the air.

Glenn did not have the instruction booklet when he installed his engine and radio gear and assumed that the CofG was on the main spar. Graeme brought the instructions out on the day and it showed the CofG much further forward than Glenn anticipated requiring some shifting forward of battery pack etc and maybe some lead.

That being the case a test flight was not possible until CofG fixed.

I couldn't wait for the test flight before closing off newsletter. Glenn will no doubt fly it on Sunday 23rd July.

We certainly hope Glenn has more success with it than Graeme did. From memory it's a VMAR CAP232, wing span is 75". There'll be a full report after the test flight.



Crash Report

On Sunday 9th July Russell bent his old Hustler trainer on a landing attempt. The conditions on that day were atrocious as forecast, with a strong north wind. Several of us were out there and Russell was the only one with balls enough to fly. Maybe he should have aired on the side of caution and packed his model away as the others had done.

He managed to get it the air and had a reasonably long flight in the 40kt plus wind. But the inevitable was bound to happen on landing. On the first attempt the motor failed when he attempted to do a go around. Wind caught the Hustler and it drifted down wind finally cart wheeling into the ground somewhere in the vicinity of where the water tank used to be. The fuselage sustained some minor damage and Russell will have it back ready to fly in no time.

Moral don't fly in 40kt north winds by getting into a false sense of security while standing on the leeward side of the plantation. The wind blew over a 44gal drum rubbish bin a little later on.



Bronze/Gold/Instructor Ratings

Here is a list of BRMFC club members who have their MAAA wings ratings. If your name is not listed here and you have wings ratings please let the Secretary know so that the club database can be updated.

Bronze Wings:

Russell Aggett, Matt Beardall, Gordon Hicks and David Howe. (I'm sure there must be other members who have bronze wings so please let me know.)

Gold Wings:

Roger Carrigg, Murray Ellis, Peter Evans, Wayne Goodwin, Glenn White and Ken Wilkins.

Instructors:

Murri Anstis, Roger Carrigg, Murray Ellis, Max Rowan, Glenn White and Ken Wilkins.

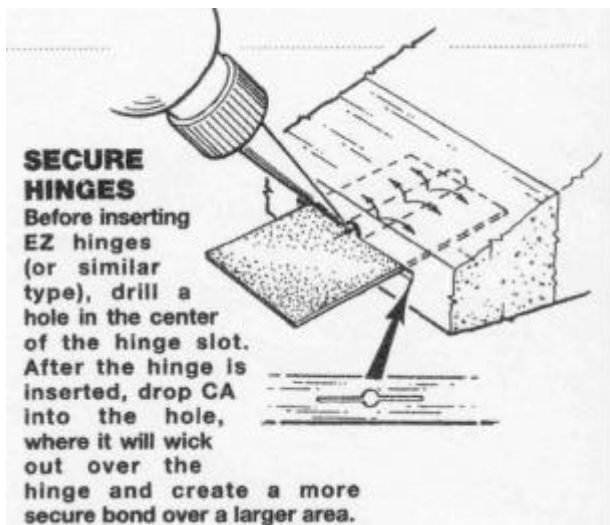
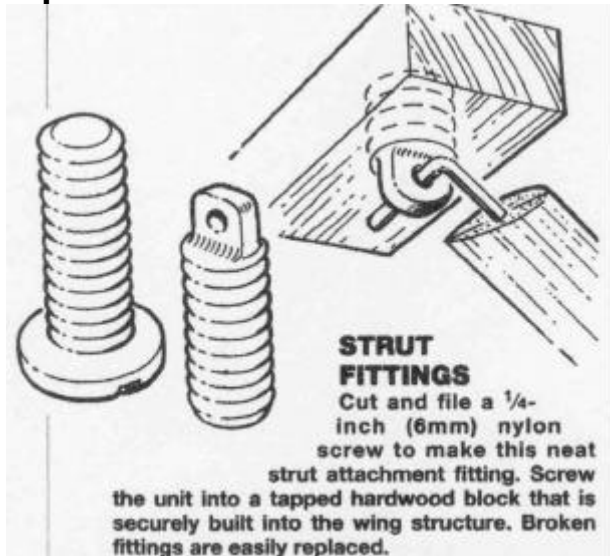
We must take this opportunity to congratulate Russell Aggett and Matthew Beardall on recently attaining their bronze wings.

The club encourages members to attain their ratings. You can download the **Power Bronze/Gold Wings** forms (FORM016 and FORM017) from the MAAA web site, page <http://www.maaa.asn.au/mop.html>. These forms are in PDF format.

As an added incentive I've included the Bronze Wing form with the newsletter. Study what is required and ask one of the instructors to take you through it.



Tips & Tricks



Note: This type of hinge is only secure if slot is tight.



Events

Roy Gladman Round 2 – Aerobatics

As usual the second round of the Roy Gladman comp had to be postponed due to inclement weather. We sort of take potluck with the weather at this time of year so if by mid week the forecast looks good for the weekend I (Glenn) will email or phone all interested pilots. Seeing as this comp is for our members only this may be the best way to go so if you are interested make sure I have you on my contact list.



Coming Events

Auction at PARCS Club – 29th July

The PARCS club is holding it's annual auction of pre loved aeromodelling bits and pieces on Saturday 29th July at the Chelsea Heights Community Centre, Beazley Reserve, 160 Thames Promenade Chelsea Heights. There will be a sausage sizzle running from 12.00 noon, with the auction starting at 1:30PM sharp. If you're looking to pickup a bargain or dispose of some unwanted treasures why not have a day out and take in the auction. For further information contact Laurie Newman on 9563 7198 or Brian Dowie on 9706 2074 AH

Sausage Sizzles

Two venues have been booked. These are Safeway Sebastopol on Saturday 23rd September and Bunnings Wendouree on Saturday 21st October. Council permit applications for these two events were sent off on Tuesday 11th July.

As usual your assistance will be required to make these fund raisers successful. As the events get closer we will be looking for firm commitment from members to attend. (So don't plan your holidays on these dates!!!)

Bunnings now supply all the equipment for sausage sizzles, so that should make it easier. We don't have to take the BBQ, gas bottle or washing equipment. They obviously like having community groups running sausage sizzles, it must be good for business, but they also want to maintain a corporate standard. Those members on email will have seen the Bunnings guidelines that were sent out a couple of weeks ago. Apparently they also require public liability insurance cover in the same way as Stockland Wendouree. Stockland have always been satisfied with our MAAA insurance policy so presumably that will also satisfy Bunnings.



Event Calendar

- July 29th Auction – PARCS Chelsea Heights.
- August 13th Scale Rally – GMAC Greensborough.
- Sept 10th Sport Scale Rnd 5 – State Field.
- Sept 16th/17th 2006 Mammoth Scale – Shepparton.
- Sept 23rd Sausage Sizzle – Safeway Sebastopol.
- Oct 21st Sausage Sizzle – Bunnings Wendouree.
- Dec 29th 2006 to Jan 6th 2007 60th MAAA Nationals – Albury.

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



M.A.A.A. FLIGHT PROFICIENCY SCHEME
FLIGHT REQUIREMENTS & TEST CHECK SHEET
FIXED WING POWERED – BRONZE WINGS

This Test is to be assessed by an M.A.A.A. Fixed Wing (Power) Instructor or State Senior Instructor.

The requirements specified have been determined by the M.A.A.A. and are not to be varied

Bronze Wings (Power) are awarded when a member demonstrates, in the course of one session that he/she has the competent basic skills as set out in the tasks listed below.

This is to certify that AUS

Of P/Code

Club **Note address on back of form if wings to be sent to Club**

Has demonstrated the degree of proficiency in radio controlled flying of model aircraft to be awarded the M.A.A.A. Bronze Wings (Power).

.....
Signature	M.A.A.A. Instructor's Name (BLOCK LETTERS)	AUS No.	Date

At the successful completion of the test this form shall be completed by the Instructor and sent to the State Association. **Note; Wings will be sent to Pilot unless Club address is noted on back of this sheet.**

1. **DEXTERITY**
Pilot must be able to locate all the transmitter controls quickly without fumbling.
2. **THEORY**
Pilot must be able to name all major components of the aircraft and define functions including effect of controls and have a thorough knowledge of safety rules and regulations.
3. **AIRFRAME & PRE-FLIGHT CHECK**
Check engine mounting, plumbing, centre of gravity location, throttle setting, under-carriage secure, and signs of structural or covering problems that could effect flight eg. Controls neutral and control throws correct, presence of warps which could effect trim, state of battery and range check.
4. **TAKE OFF :**
Use gradual application of power while keeping the aircraft straight, and using a little elevator to lift off, then making a gentle climb out with wings level until safe altitude is reached.
5. **TRIMMING**
Pilot to show ability to trim aircraft in flight. Displacement and re-trimming both the primary roll control and elevator should be demonstrated.
6. **PROCEDURE TURNS – One in each direction:**
The pilot's ability to perform the following steps in the procedure turn will be monitored.
 a. Level flight segments should be straight and level.
 b. Aircraft should pass directly over the landing area.
 c. Turns should be at a constant altitude.
 d. Turns should be completed in order that upwind and downwind tracks are superimposed.
7. **LANDING CIRCUITS :**
In both directions, as shown in the diagram in the M.A.A.A. Pilot Log Book, with all turns of 90 degrees.
With high performance aircraft the power needs to be reduced much sooner than at the turn onto base leg. The upwind and downwind legs are parallel to the landing strip. The first three legs are maintained at a constant height and a gradual approach angle is started at the beginning of the base leg.
8. **APPROACH & LANDING :**
With engine assisted landings (approximately 1/4 power or suitable power setting depending on the model set-up allowing the model to descend under power) control nose attitude and therefore airspeed with elevators and use the throttle to place the aircraft where you want it to be. The aircraft should be flown over the threshold at an altitude of about 1.5 metres, the throttle closed, and as the aircraft settles towards the ground the round-out or flare is initiated. The "hold-off" period is then commenced where the aircraft is gradually allowed to sink and settle on the ground in a slightly nose high attitude.
9. **SIMULATED DEAD STICK LANDING :**
At a safe and high position the student will reduce the throttle to idle and perform a descending circuit to show his/her ability to safely glide the model without engine power to a position where a landing approach can be executed.