



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – April, 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 April 30th 2005** commencing at **2:30PM**. Yes a Saturday! This is a first for the club, 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. Annual Display Post Mortem
2. Strategic Plan
3. Annual Membership Fees
4. Constitution Amendments
5. Container Key System
6. Meeting Venue

Points of interest from the last meeting

1. **Strategic Plan – Club Field Ownership**
 - a) The strategic plan was printed in the last newsletter (March 2005)
 - b) The phrase *No debt* should read *No debt*.
 - c) Held over until the next meeting for further discussion due to the impending Annual display.
2. **Annual Display Day – 2nd/3rd April 2005**

The President opened discussion on the up and coming display and the following points were made.

 - a) Noel has organized the trophies – engraving is done, require club plaques to be glued on.
 - b) Murri Anstis has asked if he can erect swap tent next to bus shelter – meeting agreed.
 - c) Peter Barnett erected the advertising banners around town on Sat. 19th March.
 - d) Rick Pimblott advised that an ARF kit has been donated by Roj's Hobbies.
Roj's Hobbies is supplying the pilot giveaways. Make sure that we advertise Roj's Hobbies over PA system on the day.
 - e) Max Rowan is to pick up generator and toilets from Coates Hire.
 - f) Final Sub-Committee meeting is to be held at the Secretary's residence on Wed. 30th March.
 - g) Graeme Allen is to pick up 2 gazebos at \$30 each from Bunnings Hardware.
 - h) Rick stated that the food handling permit is to be sent out by Moorabool Shire.
 - i) Rick & Pam Pimblott are to organize the food.
 - j) Roger Carrigg to purchase some extra soft drinks.

3. Mowers

The old blue Rover mower is still awaiting repair of the heat shield and fitment of a replacement gear lever knob.

4. Field Maintenance

Held over until the next meeting.

5. Gate/Container Key System

A quote is required from locksmith for a security key system to replace existing gate keys.

6. Annual Fees

The Treasurer stated that the club fees need to increase by the CPI at a minimum to keep the club viable. Field rent increases by the CPI each year. The fees will be discussed in further detail at the next meeting. *(While the club has a fairly healthy bank balance, it would not go far if we had to establish another field which is always a possibility when you rent)*

7. Constitution Amendments

Held over until after Annual Display – includes becoming a prescribed association.

8. April Meeting Venue

Gordon Hicks offered to ring around and see if we can get into a hotel or RSL for the next meeting while awaiting the Central Highlands Table Tennis Centre venue becoming available again.



Annual Membership Fees

It's getting to that time of year when we have to think about setting next year's membership fees. As this is on the agenda for the coming meeting anyone wanting to

voice an opinion should be there, it's no-good whinging after the event. We must expect some increases as our rent goes up every year by the CPI.



Left out at field

Graham Waterhouse left his model retainer (the metal thing that you push into the ground to restrain model when starting) out at the field about three or four weeks ago. If anybody knows its whereabouts please contact Graham.



New Models seen at field

Tom Jobling put his Pilatus Porter in the static display on our open day. Not sure what engine Tom has fitted. We will all look forward to seeing it fly.



Tom's nicely finished off Pilatus Porter. A favorite of Tom's after working on the full size while in the Army.

Also worth a mention is A1's new machine. Graeme's testing a new turbo charged motor. I think we may need to extend the runway.

Glenn had a photo of this new machine and it was in the newsletter, but at the last minute I chickened out and deleted it. Don't want to get in to trouble (more trouble). We'll have the photo vetted by higher authorities before including in the newsletter.



Crash Report

We have it on good authority that Rick crashed his wife's (Pam) electric fun-fly and that she wasn't impressed.

Max had a dead stick with his bi-plane during the atrocious conditions on the open day. He was unable to turn the model in the strong winds and rather than risk flying into the car park or spectators he elected to land 'down wind'. The model landed heavily but only sustained minor damage.

Not a crash but an incident worthy of mention. Graeme (aka A1) was out flying his Magnum 120 FS powered

Super Cub a couple of weekends ago. During its first flight for the day the motor made a strange popping noise reminiscent of a previous episode with another new motor. The engine stopped and Graeme positioned the Super Cub for a dead stick landing. On approach it was strange to see the prop wind milling. (Major internal damage suspected). Graeme was p... off and packed the model up spat the dummy and went home expecting to send the motor away for repairs. Alas, when he removed the cowl he noticed that the glo plug was missing. No glo no go! Graeme was all smiles after that as no damage was done. Strange how those plugs come loose!!! Graeme also asked us to keep our eyes open for the plug.



Field Maintenance

The field was looking a picture on our open day. Some of the members had put in a lot of effort with the mowing and painting. Now that we are coming into autumn the grass will continue to grow so we need to pay some attention to the bare patches in the main runway. We still have one sack of grass seed so maybe now would be a good time to over sow.

It will not be long before the colder weather is upon us and we need to light the potbelly stove. It won't throw out much heat without wood! Our woodpile has got very small so we need to replenish it as soon as possible.



Tips & Tricks

When using computer radios and mixing channels to achieve the desired control inputs always thoroughly test using all combinations of Tx switches. What can happen is with a mix switch on you get the control deflections that you expect but with mix off the control travels may be different.

I noticed the other day on my Cessna that when the flaps were lowered they were not traveling in sync. This I later found was because the mix switch was in the alternate position. The flaps use 2 channels and are also mixed with the elevator to provide proportional down trim when lowered.

As a final test, flick all the levers to make sure no unwanted snap rolls etc are programmed.



Events

Avalon Air Show

As most of you probably know, Roger and I were privileged to participate at the air show. We must congratulate Roger on being the first club member to fly at Avalon. It was a great experience for the both of us, neither of us had any idea of what was involved. We attended on both Saturday and Sunday. Saturday got off to a bad start, in the dark we got lost on the way there and of

course it was my fault that we ended up in the quarry! Have you ever seen Roger spit the dummy? It's not nice.



Crack of dawn on Saturday morning at assembly point, awaiting escort into the air show.

We eventually found our way there and by the time we had gone through all the security checks time was getting tight we didn't have much time before the tray trucks arrived to transport us all out to the main runway. This was an extremely slow trip – must have taken about 20 minutes. Once we were dropped off on our flight lines there was still a long wait as planes were taking off and landing all the time. We had a ring side seat to watch three DC3's and a Qantas 747 land right in front of us. It's good to see that it's not only the models that bounce. All three DC3's bounced on touch down.



Roger preparing the Cessna ready for the trip out to the main runway.

There were two flight lines a couple of hundred meters apart with a helicopters in-between and at both ends. Each flight line consisted of one turbine and three conventional prop driven models. The air show was to officially open at 10.00 am, and we were to have 15 or so minutes prior to that. I am afraid that models take a low priority with the organizers and our allotted time was cut quite short. By the time Roger got into the air he only managed to get two or maybe three circuits in before we were called down.

There were three "incidents" to report. In all the time Roger has been flying the Cessna I have only seen the engine cut once, that was when he had a dead stick due to

not refueling before take off but guess what, I carried the model out to the runway, released it only to see the motor cut. The idle was set too low and he wasn't paying attention, too busy bowing to the crowd! The other two incidents were much more serious. David Law and Trevor Pugh crashed their models.



All loaded up and ready to go (knees knocking)

Back at the VMAA model display area at Hargreaves Oval it was non stop action all day with many demonstrations going on. There were helicopters, trainers, fun flies, 3D flying, electrics, control line and boomerangs.

Sadly Steve Wilcox had the misfortune to have an engine out on his new aerobatic model (see Airborne) and landed heavily among larges rocks causing some damage.



Glenn patiently waiting on the flight line for proceedings to get underway.



This is a site that will bring back memories for many. The Super Constellation had 3 fins so the height could be kept low to enable the aircraft to fit into existing hangars.

Sunday was a much better day a repeat of Saturday but without all the misfortunes. By the end of two long days we were worn out and reflected on whether it was worth all the effort. If you had asked us on the Sunday night we would have said **no** but after a day or two looking back we wouldn't have missed it for the world and will be silly enough to go back in two years time if invited.



The RAAF F/A18 display aircraft painted in the 20th anniversary of service colors. The paint job was a gift from Boeing – The F/A18's are currently going through a major upgrade program.

Bus trip to Avalon – by Gordon Hicks

IN THE BEGINNING

Organizing of the Avalon Bus trip started a couple of months prior with the organizing of a bus and driver from Davis Bus Lines. At this stage a 52 seat bus was booked, prices were set at \$6.00 per child and \$12.50 per adult and I agreed to take bookings from members interested in going. Whilst the initial response was extremely promising of a good turnout it wasn't long before Murphy's law started to take hold and with only two weeks to go numbers had actually dwindled to around 18 or so. Whilst I didn't lose sleep over this it was enough for me to place an advertisement in the Courier a week later to try and bolster the numbers from the general public. After receiving little interest the first day of publication I also went one step further and rang Mike Cooper at 3BA.

I explained the situation that the club was in (having such a large bus with very few seats taken) and Mike was able to fit in an interview with me, explaining what the bus trip was for and how to book seats etc. This also proved beneficial for after the interview I was able to also book an interview with Mike Cooper to give our Display Day a good plug. (Many Thanks to Mike and 3BA) The eve of the Big day came and the refreshments and munchies for the trip home were purchased (It's a tradition of the club to supply these). We had quite a few people inquire about the bus trip, however hardly anyone else booked seats.

THE TRIP THERE

The big day arrived and with it a few people who hadn't booked, decided to turn up on the day. Rodney, our bus driver for the day had the bus out ready to go at Davis's Bus Depot and without too much effort the bus was packed, everyone boarded the bus and we were off.

For the benefit of the few non members traveling with us it was explained who the Club was and what we were about and a couple of details were given about where the club was and even that the club was represented at the Show. After the short speech given by yours truly Rick and Pam set about fleecing our unsuspecting travelers out of what loose change they had by selling raffle tickets. This went well and before too long they were left with less than a book of tickets. Our first stop was for a toilet stop in Bacchus Marsh (more of an excuse for "Rocket" Rodney to have a smoke!) and with the glorious weather and relaxed atmosphere beckoned almost everyone out to have a quick stretch. Only minutes passed however and we were all back on the Bus eager to get to our final destination.



Looks like the two in front aren't talking.

Our bus driver also had to contend with road works in Bacchus Marsh and to make things just a little more challenging the heavy vehicles were sent out of town a different way to the other traffic. It wasn't long however that we found our way back to the road we wanted to be on. Very shortly after this however it was found that our bus driver had no knowledge of how to get to Avalon from Bacchus Marsh and so we were out with map. At this point Ray Clarke put his hand up as having a great deal of local knowledge of the area. (Having worked in the area for a number of weeks prior) and so some seat swapping had Ray close to the driver and before too long the pair had a plan of attack.

The next Challenge came upon entering the Avalon Airport. Not happy with taking the normal route into the car park our "Rocket" Rodney found himself hanging laps of the front security entrance, much to the bemusement of the security guard in his little room who had obviously seen many other vehicles do the same....perhaps not going the wrong way as we did however the other buses following us were all making the same mistakes so a trend had begun! We managed to sneak out without raising too many eyebrows and joined the rest of the traffic down to the car-park err bus-park. A short walk to the security tents and then on to the ticket boxes and the entrance.

THE TRIP HOME

Upon getting back to the Bus I found that everyone had beaten me back and most were eagerly sitting in readiness to depart so the drinks and munchies were retrieved from the boot of the Bus and within minutes we were on our

way home. After spending the majority of the day out in the sun it was a big pleasure to have the air conditioners at our disposal and the addition of the drinks which had been placed in tubs of ice seem to be a fitting way to end such a great day. With the trip out of the Airport being so swift and with the conversation on what the highlights were and what was bought (or in Graeme A's case seconded), it wasn't long before we wound up back in Bacchus Marsh for the "pit stop". Once again nearly everyone took the opportunity to get out and stretch. The shaded bench seats where the bus pulled over were popular and you could have been forgiven for wanting to stay there longer.

The day had been a full one for all of us however, and it took very little coaxing to get every one back on the bus again for the final leg of the journey.



All seems a bit more relaxed on the trip home.

Rick and Pam though pleased with their efforts at selling the Raffle tickets in the morning still had the remainder of the last book to sell so I saw this as a challenge and set about liberating what coinage there was remaining in people's pockets. Before too long the tickets were sold and I probably could have sold snow to Eskimos should have the opportunity arisen (Buses make great captive audiences!! – Nowhere to Run and Nowhere to Hide!!)

It was shortly after that we arrived back at Davis's Bus Depot, Safe n Sound and with little more stress than of how much money had been spent on souvenirs.

A thought did go out to those who drove there and of how they would be still trying to get out of the car park.

I already can't wait for Avalon 2007

Gordon Hicks. *(Thanks Gordon for a great article - ed)*

B.R.M.F.C Annual Display Day

Sunday April 3rd turned out a day to remember, sad to say not for the excellent weather conditions. In the 15 years or so that I (Glenn) have been a club member I have never seen such poor flying conditions. How we managed to put on any sort of display is a miracle. At 10.30am we were about to call it off, there were no guest pilots and no spectators. The wind was from the northwest blowing at over 30 knots. I put a model up to see what it was like and was soon followed by Max. It was the worst conditions I have flown in, I didn't expect to get my model down in one piece. After 10 minutes in the air a landing was attempted not pretty but I still had a model. Max got his down okay as well. During this flight spectators began to arrive so as they say the show must go on. Another saying that comes to mind was from Winston Churchill "never have so many owed so much to so few".

From 10.30 am to 3.00 pm there wasn't more than 10 minutes without a model in the air, the amazing thing was that there were only four pilots Max, Roger, Peter E. and myself. Roger had his fleet of aircraft but didn't fly the big Cessna. I don't know about the others but by the end of the day I was all flown out, mentally drained (some say it doesn't take a lot to mentally drain me).

This will amuse some. Roger's Cherokee had an engine failure on take off, fortunately it landed safely. After 8½ years and hundreds of flights it had to happen eventually. Turned out to be a blockage in the needle valve. (At least he's got plenty of fuel filters now)

Rick put his Beaver on display and ran the large petrol motor for the interested spectators. Murri also demonstrated his Philtech 10.8cc V6 engine.



The pits were a bit scarce this year.

The wind was so strong that it destroyed Murri's swap meet tent and damaged the pound tent. Not that we needed a pound. Murri set up shop in the clubroom and had a successful day. As the conditions were so poor, we didn't charge at the gate, but encouraged people to buy more raffle tickets and patronize the canteen.

The canteen was busy most of the day raffle ticket sales were strong (thanks to Janice) so all in all things didn't turnout too bad. Rick and Pam did a good job running the canteen, as did A1 (aka Graeme A) on the P.A.



The field was looking picture perfect – you can't see the wind.

We don't have any control over the weather but we did make the best of a poor situation so a big thank you to all the members that put in over the Saturday and Sunday.

The raffles were drawn around 3:30PM. Janice Pope was asked to draw the winning tickets. The barrow was drawn first and the winning ticket belonged to Rick Pimblott (0128), 2nd prize went to Ray Clarke's daughter (0044).

The Corby Starlet raffle was then drawn, the winning ticket belonging to T. Burke (0207).

Rick kindly donated the barrow to the club. Gordon who was on the PA system at the time conducted an auction. After some spirited bidding, Ken Wilkins made the highest bid at \$49 and took the barrow home.

We must thank our sponsors and supporters for helping us out on the day. Roj's Hobbies donated the Corby Starlet so please remember them the next time you need modeling gear. Also thanks to Coates Hire for the toilets and generator, Sound and Light Concepts for the PA system and Masterfoods for the lolly drop confectionary.



Coming Events

Wagga Wagga is here again, I was hopeful of having the Ju 52 ready to fly there but I just ran out of time. It seemed that the more I rushed the less I got done.



Glenn's unfinished JU52 on display at our recent open day. (The darker green has since been repainted much darker to make it more scale)

The Nationals are not until July so maybe it will be ready for them.



Event Calendar

Apr 22 nd /24 th 2005	WWII & Military Scale – Wagga.
May 1 st 2005	VFSAA Round 6 – BRMFC.
May 14 th /15 th 2005	State Champs Pattern aerobatics – Bendigo.
May 14 th /15 th 2005	Mammoth & Scale weekend - Swan Hill.
Jun 11 th /12 th 2005	VFSAA Trophy – Shepparton.
Jul 8th-14th 2005	58th Nationals – Richmond NSW.
Sep 17 th /18 th 2005	Mammoth Scale – Shepparton.

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