



# BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

## NEWSLETTER – June, 2002

### Committee 2001/2002

<i>President</i>	Max Rowan	<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>	Hugh McCormick, Matt Billett
<i>Secretary</i>	Roger Carrigg	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Publicity Officer</i>	Glenn White		

The next meeting of BRMFC is to be held at Central Highlands Table Tennis Centre (corner of Howitt and Doveton Streets) on **Wednesday June 26<sup>th</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. Sausage Sizzle
2. Field Development
3. Roy Gladman Trophy Round 2 – Aerobatics
4. Membership Renewal – Fees
5. Working Bee – Cutting Firewood

### Points of interest from the last meeting

Please note that some of these events and activities will be completed by now or conditions may have changed.

1. **Club Trainer**
  - a) Meeting decided that we should charge \$3 per flight (one tank full) to cover fuel costs.
  - b) As a general rule take off and landing tuition should be done with the student pilots own plane.
  - c) Glenn to get fuel and dedicate to paid trainee flights.
2. **Field Development**

The club has received an unexpected account from Moorabool Shire Council to be paid by 31/5/02. This is for the road and runway construction at the flying field. The club was under the belief that this was going to be waived by the council. The Secretary read out a letter that has been drafted to send to the council pleading our case for the account to be withdrawn. The meeting agreed with the wording and authorized the Secretary to send the letter.  
*Action: Secretary to send letter to Moorabool Shire Council.*
3. **Annual Display – Report**

The Treasurer presented the meeting with the final financial report for our recent Annual Display. The Riding for the Disabled Group has sent the club a cheque, which amounted to 10% of their profits from running the canteen on the day.
4. **Next Years Display Date**

The Secretary presented two dates to the meeting for next year's display. These dates are based on this year's calendar and were chosen to not clash with any other club's events that would draw pilots from our function.

The dates are:

- a. **Sunday 30<sup>th</sup> March 2003**
- b. Sunday 20<sup>th</sup> April 2003 (Same weekend as this year)

The meeting thought that **30<sup>th</sup> March 2003** would be the better choice. It must be stressed that this date might change if we find that it clashes with some other event. (It should not be during the Easter break because Easter was at that time this year.)

### 5. 27 MHz Park Flyers

This was the minute on this subject from the previous meeting:

*Max Rowan brought up the subject of the R/C "toy" aircraft now being sold and operating on 27MHz frequency. This was featured in the MAAA newsletter 1/2002. The MAAA has left it up to individual clubs to decide whether these small and light aircraft on 27MHz can be flown at their fields, but reminded clubs that they might not be covered under insurance if the model some how caused an accident resulting in a claim. On the plus side, they are a cheap entry in to R/C aircraft that may spur someone on to main stream aeromodelling.*

*After some discussion it was decided to hold it over until the next meeting.*

***Until then, no 27MHz models can be flown at our field.***

*The danger on 27MHz is the potential interference from CB radios that transmit with much higher power output.*

After some further discussion the meeting decided that the club should heed the VMAA warning about the insurance issue because these aircraft are operating on the CB radio frequency band.

**In support of this, the club prohibits these 27MHz aircraft from operating at our field. (It must be stressed that it is not because of the aircraft but the radio frequency that they operate on)**

#### 6. Fund Raising

It was recognized that we should conduct more sausage sizzles whilst the health regulations allow organizations such as us to do so. (On each of the two sausage sizzles that we have held we made just over \$200.) This was held over until the next meeting for further planning.

#### 7. New Member

The President welcomed new member Tom Jobling into the club. Tom then explained that he was in the army and worked on Pilatus Porter aircraft. Tom has built a Hustler trainer that was successfully test flown a couple of weeks ago. We wish Tom every success in his modeling career.



### Membership Subscriptions

Unfortunately it is that time of year again. Annual subscriptions are due at the end of June. There has been a minor increase in VMAA/MAAA affiliation component mainly due to an increase in insurance premiums. The senior membership is now **\$135** (up from \$122 last year).

See the **Membership Payment Form – 2002/2003** attached to this newsletter. It will be a great help if subs are paid as early as possible. This lightens the workload for the Treasurer who has to forward the affiliation component for each member to the VMAA.



### New Models seen at field

Graeme Allen finally has a model that he can enter into the scale competitions. Whilst up at the Swan Hill Fun Fly recently, there was a Cessna 182 for sale, that caught Graeme's eye. Model was owned by Glenn Orchard and came complete with servos and an OS91 four stroke engine. All that was required was a receiver and batteries. After some haggling a price was negotiated and room was made in the trailer for the trip home.

The following weekend the Cessna arrived out at the field ready for a test flight. There was a slight problem getting the motor tuned but we got that sorted out and it flew quite well. Now there will be more competition at our scale competitions. (We will also have to look for another judge)

After several trips to the field with the intention of conducting a test flight, Murray finally got everything right. With perfect weather conditions and the engine tuned to its maximum power output the Bleriot was ready to go. The model did not exactly scream down the runway but it had sufficient to execute a very scale like take off. The Bleriot looked very realistic in the air and had no vices. Murray did comment that he had to keep the nose up

due to the under cambered wing to prevent sudden pitching downwards. The model flew several circuits and landed without incident.

Rick and Pam are now the proud owners of Murray's Lanzo bomber (An Old Timer). Rick bought the Lanzo with the intention of teaching Pam to fly. It looks like we have another budding pilot on the way.

Another potential new pilot and club member Geoff White brought out his new model to be checked over and test flown. Model looked very familiar and in fact it was previously owned by Col Pinkerton. It is an ARF trainer with a nice OS52 four stroke. Glenn test flew the model which flew with no vices as expected. Geoff took the radio and completed several circuits, which was an excellent effort for his first attempt. We look forward to welcoming Geoff into the club.

It was nice to see Steve Carter and his boys out at the field last Sunday. They had a nice Astro Hog biplane built from a SIG kit. The model was very agile in the sky but on a low fast pass we heard the tell tale noise of control surface flutter. On the next pass you could actually see the ailerons vibrating. Model was immediately landed for safety. On inspection, it was found that the torque rods fitted were not strong enough to control two pairs of ailerons (top and bottom wing ailerons coupled).

Matt had his resurrected profile Hovering Cobra powered by an OS46FX out at the field last Sunday. The Cobra flies extremely well and is fun to watch as it is incredibly aerobatic. A great model to keep you on your toes, and an excellent machine to hone your aerobatic flying skills. We think Matt is getting his thumbs ready for his next BIG aerobatic job.

Stay tuned to this column because more new and resurrected models are on the way.

*Sorry we don't have any pictures this month. Where are all you members with the digital cameras???*



### Crash Report

Sunday 2<sup>nd</sup> June saw the final demise of Wayne's CAP 231. It had a very hard life a lot ups and downs and very hard landings. Most of them were due to dumb thumbs but this time it was no fault of Wayne's flying. Model appeared to lose elevator control, whether this was receiver or servo we are not sure. Aircraft was severely damaged after hitting the ground at about a 30 degree angle at high speed. Wayne has decided not to repair it this time and devote his energies into getting some other models flying. On inspection of the wreckage it was noticed that elevator pushrod had broken away from the servo arm. On further inspection it was found that you could turn the elevator servo arm indicating that the gears were stripped. When the radio was turned on and you moved the servo arm it oscillated trying to find its neutral position. It is unknown whether the servo failed and

caused the crash or the gears were stripped as a result of the crash.

Sadly it has come to our attention that Graham Waterhouse had an incident recently which damaged his SkyRaider. Graham lost control of the model whilst practicing landings out at the Haddon field. From Graham's account, the SkyRaider got off course while on a landing approach, Graham decided to do a go around and in the process airspeed got too slow and with a little too much elevator model cartwheeled and broke fuselage in two. We are sure that the SkyRaider will soon be repaired and back in the air again.



## Tips & Tricks

### Filtering Fuel

Just a reminder about how important it is to filter your fuel. Last Sunday out at the field we were trying to get Tom Jobling's Hustler trainer in the air so that Tom can get some flying tuition. We had trouble tuning the motor and it cut several times shortly after take off. Tom pulled the tank out a couple of times to check the fuel lines for kinks, cuts etc, but nothing conclusive could be found that was causing the problem. We did notice that screwing the needle valve right out made little difference to the tuning. With this in mind we removed the needle valve assembly from the rear of the OS46LA. When I sucked on the inlet nipple a piece of accumulated lint came out. We then knew that we had found the problem. The needle valve was then refitted and the engine restarted. Tuning was now responsive and the model was then flown so that Tom could get some stick time.

In this instance, filling was from a squeeze bottle that has no filter. Tom is now going to invest in an electric pump that has a filter on the pick up line.

Remember a very fine filter is needed. It must be much finer than the restricted path through the needle valve.



## Events

### Swan Hill Fly-In

The annual Swan Hill Fly-In was held over the weekend of 18<sup>th</sup>/19<sup>th</sup> May. There was quite a large contingent from our club that made the pilgrimage up there. From memory seven of our members went namely Glenn White, Wayne Goodwin, Roger Carrigg, Rick and Pam Pimblott, Max Rowan, Graeme Allen and Graham and June Waterhouse. We stayed at the Pioneer Caravan Park which is where we have stayed on previous visits. Many of us went up on Friday afternoon so that we had a full day on Saturday. We also met up with Brian Johnson from Melbourne. Brian flies the Heinkel Owl that has been a regular at our Fly-Ins and at most scale competitions.

Due to windy and turbulent conditions there was not much flying activity on Saturday. I think everyone enjoyed

standing around their large wood fire. It was one of those days that you could tell was leading up to a storm which finally came late in the afternoon. We managed to get the models packed up and into the trailers just before the rain came down. It was extremely dry up there so the rain was very welcome by the locals. Glenn was pretty dry too so he was happy to get back to the camp to relieve his thirst.

On Saturday night we all went over to the Murray Downs Golf Club resort for tea. You always get a good meal there at a reasonable price. They have live entertainment and plenty of pokies for those who like to have a flutter. We took advantage of the shuttle bus service run by the Murray Downs Resort. This required a phone call to the resort to request the bus to call in at the Caravan Park. After a few quiet refreshments we were picked up at the Caravan Park around 6:30PM.

After a very nice meal some adjourned to the dance floor, some went in to the pokies and some kept the bar staff busy. Buses leave to go back into Swan Hill on the hour or ½ hour, any way they broadcast it over the PA system about 5 minutes before the bus leaves. Most of us thought it was a good idea to go back at 10:30PM but there were two stragglers, Glenn and Wayne. They stayed the extra hour which seemed to do a lot of damage to Wayne. Apparently Wayne had all sorts of problems when he got back to the caravan park. Something about a tree jumping out in front of him.

On Sunday morning we cooked breakfast on the outside barbecue very ably overseen by Brian Johnson. A feed of bacon, eggs and hydroponic tomatoes went down very well. Well it did for most; strangely Wayne wasn't too interested in breakfast. Wayne, in future don't stay out late with Glenn!!!

Fortunately the weather improved and we were able to get plenty of flying done on the Sunday. There were not as many entrants this year as last year, maybe some of the scale modelers went to the VFSAA event at P&DARCS. Between us we had in excess of twelve models which was a sizeable proportion of the total. The model that caught my eye was a big yellow Ultimate Bipe powered by a large petrol engine. Up until when we left around 3:30PM Sunday there were no crashes, which is very pleasing.

This is an event that is well worth going to for both the flying and the social activities. (Roger Carrigg)



## Coming Events

### Roy Gladman Trophy Round 2 Aerobatics

We have tentatively set the date for round two to **Sunday 28<sup>th</sup> July**. This is a great day and last year we had a lot of fun. If you have got a model that will take off and land why not come out and join in. We have structured the competition so that any pilot regardless of their skill level can score well. Points are awarded for an attempt of each portion of the maneuver. If there is any maneuver that you or your model cannot do just skip it and go on to the next.

We like to get started by 9:30AM and try for three rounds. Normally we stop for a barbecue lunch after the second round. There will be an entry fee of approximately \$3 which will include lunch.

If you do not intend to fly and are available to judge please contact Glenn.

### Annual General Meeting

The Annual General meeting is to be held on Wednesday **24<sup>th</sup> July**. (The meeting after the next) This is where the office bearers deliver their annual reports and the committee for the next term (2002/2003) is elected. The meeting is held prior to the general meeting and only takes about ½ an hour.

The office bearer nomination form was sent out with the last newsletter. Please fill in and forward to Rick Pimblott.



### **Club Caps for Sale**

We have a few club caps for sale at the moment. If you would like one see the Secretary Roger Carrigg. They are \$20 which covers the base cost of the cap, the cloth badge and the cost of having the badge sewn on.



### **Boot Scraper**

Now that we are in winter the field is getting very muddy and with that the mud sticks to your boots. We desperately need a boot scraper to put at the door of the shed. If anybody has one or can make one the club would much appreciate it.



### **Club Pamphlet**

We are in the process of producing a club pamphlet based on the one used by the Geelong club. Permission has been received from the GMAA to use their pamphlet as a template. It consists of two A4 sheets folded and stapled, to produce an eight page A5 booklet containing information that would be of use to someone interested in getting involved in our sport/hobby. Copies will then be distributed to the hobby shops as 'hand outs' to customers in the hope that it will help to encourage people into the hobby and hopefully into our club.

The field location map is also being updated to make it clearer and easier to find the field. This will be on the back of the pamphlet.



### **Event Calendar**

July 7<sup>th</sup> 2002                      F4C & Large Scale – MARCS.  
July 28<sup>th</sup> 2002                     Roy Gladman Aerobatics – Yendon

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

Don't forget Meredith Wholesale Nursery for all your gardening requirements. We must thank Pam and Barry for their kind donation of plants and shrubs at our flying field.

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# BALLARAT RADIO MODEL FLYING CLUB Inc.

Inc. No. A0001288M

## MEMBERSHIP PAYMENT FORM – 2002/2003

Surname ..... Given Names.....  
 Address ..... City ..... Postcode .....  
 Phone: Home: ..... Business: ..... Mobile:.....  
 Email Address: .....

M.A.A.A. Registration Number: AUS ..... Date of Birth: ..... (If under 18 years)

Partners Name .....

Transmitter Frequencies Used: .....

Tick  membership type below and write amount applicable in column on right hand side of sheet.

**Note:** Pension rates with 10% discount, are shown in brackets. Proof of pension entitlement must be provided.

**New member.** (Existing members ignore this)

Joining fee **\$10.00** and receive starter pack ----- Amount: \$ .....

**Senior member** plus VMAA fee. – Benefits: Voting rights, gate key & newsletter.

Definition: Any person over 18 years and not on a pension.

Club \$60.00 (\$54.00)

VMAA \$75.00 (\$66.00)

Total **\$135.00 (\$120.00)** ----- Amount: \$ .....

**Senior member** – Benefits: Voting rights, gate key & newsletter.

Definition: Any person over 18 years and not on a pension.

VMAA fee is paid through another club and you intend to fly regularly at our field.

Name of other club:.....

Club **\$60.00 (\$54.00)** ----- Amount: \$ .....

**Junior member** plus VMAA fee. – Benefits: Voting rights, gate key & newsletter.

Definition: Any person under 18 years.

Club \$30.00 (\$27.00) – 50% of senior membership fee

VMAA \$35.00 (\$35.00)

Total **\$65.00 (\$62.00)** ----- Amount: \$ .....

**Associate member** – Benefits: Gate key & newsletter. VMAA fee is paid through another club and you intend to fly infrequently at our field. Probably live remotely.

Name of other club:.....

Club **\$40.00 (\$36.00)** ----- Amount: \$ .....

**Social member** – Benefits: Newsletter. Non flyer.

Club **\$15.00 (\$13.50)** ----- Amount: \$ .....

**Family membership** – Benefits: Voting rights, gate key & newsletter. Consists of one **senior** rate plus \$10. Family members must pay VMAA fees as specified (Junior or Senior). Applies to immediate family residing at same address. There is no family VMAA fee arrangement.

Club \$70.00 (\$63.00)

VMAA \$75.00 (\$66.00)

Sub-Total **\$145.00 (\$129.00)** ----- Amount: \$ .....

Person 1 **\$35/75 (\$35/66)** VMAA fee----- Amount: \$ .....

Name:..... D.O.B. .... M.A.A.A No:.....

Person 2 **\$35/75 (\$35/66)** VMAA fee----- Amount: \$ .....

Name:..... D.O.B. .... M.A.A.A No:.....

Person 3 **\$35/75 (\$35/66)** VMAA fee----- Amount: \$ .....

Name:..... D.O.B. .... M.A.A.A No:.....

**Total amount to pay** ..... **\$ .....**

\$5 Administration fee applies, if fees are not paid by 31<sup>st</sup> July 2002.

Remit this form and the amount payable to the Secretary or Treasurer.