



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – May, 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
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<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 May 22nd 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. Club Trainer – Guidelines
2. Field Development
3. Annual Display – full report
4. Set Date for 2003 Display
5. 27MHz Park Flyers

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

Glenn White raised the following points:

- a) Who is going to pay for the fuel used by the trainer?
- b) Who is going to buy the replacement parts?
Some suggestions put forward were:
 - a) The introductory flight would be free.
 - b) Subsequent flights would be say \$5.00 for 15 minutes.
 - c) Flight instruction should be conducted at a safe altitude.
 - d) As a general rule, landing and take off maneuvers should be taught on the students own aircraft.

The item was held over until the next meeting for further discussion. More consideration is required by club members to enable practical guidelines to be formulated and implemented.

2. Field Development

- a) The Secretary reported that we haven't heard any more from Moorabool Shire regarding the request to pay for the road in and grading of the runways.
- b) It was generally agreed that the bulk of the work is now complete. There are however still a few items to be addressed.
 - i) Water leaks in the container and site hut. This is the highest priority due to the damage that water leaks can cause. Some

silicone sealant has already been applied to the container which has reduced the leak substantially.

- ii) Fit a weather strip on the toilet door and fix the jamming door.
 - iii) Lay the floor tiles in the toilet.
 - iv) Re-lay the pavers in front of the garage doors and level the base under the rubber matting.
 - v) Top dress the strips.
 - vi) Murri Anstis has a dozen white gums to plant. We must have wire guards to keep the sheep off made up before they are planted.
 - vii) Fill in the low spots on the road in
- #### 3. Annual Display
- a) The Treasurer tabled an interim report on the financial results.
 - b) Discussion then centered around identifying how next year's event can be improved. The following points were made:
 - i) Less displays of single aircraft. The public like to see multiple aircraft in the air.
 - ii) Most people enjoyed the ultra-light aircraft involvement and they should be asked again next year.
 - iii) We need a *waiting board* for the frequency key board to assist pilots when there is a demand on their frequency.
 - iv) Use numbered pegs to mark transmitters in the pound. The keys that we have are difficult to attach to some Tx's.

- v) We need to be able to implement job rotation to prevent boredom.
 - vi) Locate toilets away from the cooking area.
 - c) It was decided that we would send out Certificates of Appreciation to those individuals and organizations that provided their professional services.
 - i) Sound and Light Concepts (SLC) for PA system
 - ii) Coates Wreckair Hire for generator and toilets.
 - iii) Whitford Waste for toilet pump out.
 - iv) Top Gun Models for donating raffle prize and subsidizing pilot prizes.
 - v) 3BA and Courier for advertising.
 - vi) WIN TV
- Special thanks also go to:
- vii) Col Pinkerton for doing the PA system commentary.
 - viii) June Waterhouse for making the scarf and brooch that was raffled during the day.
 - ix) Graeme Allen for organizing the barbecue trailer from Laminex.

Overall there was a good turn out of club members on the day. At least 22 Club members were in attendance which is a very pleasing result.

4. 27MHz Park Flyers

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 somehow 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.



New Models seen at field

Tom Jobling who has just joined the club has built a new Hustler powered by an OS 40 LA. Tom brought the model out to the field on Sunday afternoon 5th

May for a test flight. After we finished the VFSAA event Tom's model was checked out and after some minor control surface travel adjustments, Roger test flew the Hustler. This was one model that did fly straight off the board. Model had no vices and flies really well although perhaps a bit slow on aileron response. Glenn and Roger then spent some time setting up one of the club's buddy box Tx's so that Tom could have a go.

When setting up the buddy box you must be very careful with the trims, travel direction and travel throws between master and slave Tx's. We set the trims and flew Tom's model using his Tx as the master. Glenn had the slave Tx, but when Roger flicked the trainer switch to pass control to Glenn the plane went into a steep dive. The elevators were reversed. The point to make is that there is always some setting up to do when using the buddy box system.



Crash Report

Thankfully crashes have been few and far between this month. The only one that comes to mind was a minor incident with Rick's new blue low wing sports model, while being flown by none other than Graeme Allen. After misjudging the landing approach and attempting to do a go around the engine failed and Graeme managed to guide the plane into the only rock in our paddock. Congratulations Graeme!! Fortunately there was only minor damage. Graeme was adamant that it was Rick's fault.



Tips & Tricks

See the article on setting the fail safe feature for the JR X-388S transmitter attached to this newsletter. This is intended to supplement the instructions in the manual which aren't as clear as they might be.



Events

Annual Display and Fly-In

We held our Annual Display and Fly-In on Sunday 21st April. We were unlucky with the weather given that the days before and after the event were perfect for flying. As you can see from the photograph it was a very overcast day with a cool wind blowing from the south/south west. Despite the conditions there was an excellent turn up of modelers with their aircraft. There were 32 pilots registered and many

had more than one model. We had a good cross section of models from small hand launched gliders through to a turbine jet.

Unfortunately with the wind direction, cross wind take offs and landings were the order of the day. This presented problems for some pilots, while some chose to use the north south runway for take off and landing.

There were too many models to mention them all but some of the outstanding ones were David Law's turbine powered F/A 18. Unfortunately model suffered damage to its undercarriage on landing. (After seeing David attempting to land on both runways it draws attention to the fact that our runways are not long enough and smooth enough for that type of aircraft.) David also had an immaculate 1/5 scale Hawker Hurricane which flew with authority and had no problems with the runways. It was a sight to see three WWII models, David's Hurricane Brian Johnson's Heinkel Owl and Rod Mitchell's P61 Black Widow flying in the circuit together. We think there was a competition to see who could do the lowest pass and if so Brian would have won hands down because the aerals on the nose of the Heinkel nearly touched the runway.

WWI was represented by Gary Sunderland with his ¼ scale Bristol Fighter and Darryl Gunst with his Newport 28. There were some nice in between wars models notably Max Rowan's Curtiss Jenny and Brian Whellan's Druine turbulent.

Other notable WWII models were Graham Waterhouse's Douglas Skyraider, Barry Angus's Sea Fury (not flown) and Wayne Goodwin's P51 Mustang.

Post war models were Glenn's Beagle Pup, Roger's Cessna 182, Steve Wilson's Beechcraft Bonanza, Geoff Sinbeck's Boeing 727 airliner.

The largest model in attendance was Glenn Orchard's 40% scale Edge 540 powered by a 3W 150 twin cylinder petrol motor. Glenn put on several excellent aerobatic displays which enthralled the spectators. Matt Billett took over the commentary while Glenn was flying and did an excellent job of describing the maneuvers to the spectators.

The Old Timers were represented by members of the Haddon Club (Ballarat Aero Modelers) including Murri Anstis with his Lanzo Bomber.

Peter Evans and Max Rowan flew a lolly drop mission to entertain the younger children.

Probably the highlight of the day was the ultra lights from Lethbridge that demonstrated their flying capabilities over our field. Four arrived and three

landed. The two biplanes (SE5A and a Newport) stimulated the most interest not only from the public but also from our aero modelers.

We must thank Col Pinkerton for providing the excellent commentary during the day and the Riding for the Disabled auxiliary for running the canteen.

Special thanks also to June Waterhouse for crafting the scarf and brooch that was raffled throughout the day.

Probably the biggest thanks should go to the "usual" club members (they know who they are) for all the effort that they put in to make the day run smoothly.

Trophies and prizes were awarded to the following pilots for there participation:

Pilots Choice	David Law, F/A 18
WW1	Gary Sunderland, Bristol Fighter
WW2	Rod Mitchell, P61 Black Widow
Best Jet	Geoff Sinbeck, Boeing 727
Best Civilian	Steve Wilson, Beechcraft Bonanza
Junior Encouragement award	Simon Taranek, Pilatus PC9

Darryl Gunst also got a prize for the crappiest model being his old Carera pattern ship.



Dean Farnsworth collecting the DVD player which was first prize in our raffle

At the end of the day the raffles were drawn and the trophies and prizes were handed out. Pat Fisken was asked to draw the raffles.

Roger Carrigg won the scarf and brooch.

In the major raffle Dean Farnsworth won 1st prize which was a DVD Player, Graeme Allen won 2nd prize which was \$100 for petrol and Peter Button (Not a club member) won 3rd prize which was a Rhino Moto-Tool.

Geelong Public Display

Five of our club members namely Glenn, Roger, Max, Wayne and Graham Waterhouse went to the Geelong public display day held on Sunday 28th April. We were greeted by the best flying conditions

that you could ask for and we really enjoyed our days flying. The Geelong club put on an excellent display for the public which appeared to be well attended. There was no set program, you just flew when you felt like it. There was an pattern aerobatic display, combat and musical landings to keep the public entertained.

There were two or three crashes, one was a mid air during the combat and one jet ran into a sheep on take off. A biplane also came to grief early in the day apparently due to some sort of equipment failure.

This is the last time this event will be held at the Dog Rocks Road field which is a pity. The Geelong club is relocating down to Swan Marsh near Queenscliff as of September 2002.

VFSAA Scale Event

The second round of the VFSAA program for this year was held at our field on Sunday 5th May. The first round at Keilor was cancelled due to gale force winds.

We did not fair much better with the weather. Once again the conditions on the days before and after the event were perfect. Wind was a very strong northerly which made flying rather challenging. There were eight entrants and we managed to fly three rounds. However the blustery conditions kept the flight scores lower than normal.



Noel Whitehead's Winjeel in the background, John Lamont's Piper Cub and Max Rowan's Spitfire in foreground.

Fortunately there were not any accidents although two incidents came very close to disaster. The first involved Alan Bray's Spitfire which got into difficulty performing an axial roll during the second round. Aircraft lost excessive height on the 2nd half of the roll which required drastic action to enable a recovery. Alan managed to pull out with about 3 or 4 metres to spare.

The second incident involved Roger Carrigg's Cessna 182 during the 3rd round. While executing the 360° descending circle the aircraft rolled violently into the turn just as it was completing the maneuver. At that point it was about 3 or 4 metres above the ground. Fortunately Roger was able to apply full opposite aileron to correct the knife edge attitude and pull out of the maneuver in reasonable shape. (pew) The situation was caused by the turbulent conditions but Roger inadvertently allowed it to happen by letting the air speed get to low.

Overall an enjoyable day was had by all. We must thank Rick and Pam Pimblott and Graeme Allen for running the barbecue which was much appreciated by everyone.



Gary Sunderland starting his WW1 Albatros.

The results for the day were:

Unlimited Class:

1. John Lamont, Piper Cub
2. Alan Bray, Spitfire
3. Gary Sunderland, Albatros

It must be pointed out that Noel Whitehead won the flying but does not have any static points, which are required in the unlimited class.

Primary Class:

1. Roger Carrigg, Cessna 182
2. Glenn White, Beagle Pup
3. Max Rowan, Spitfire



Coming Events

Swan Hill

A number of members are going up to Swan Hill this weekend (18th/19th May) to participate in the Swan Hill Clubs annual fly-in. This is always a good weekend away and is well worth the effort. Some of us are staying at the Pioneer Caravan Park, phone 5032 4372.

Roy Gladman Trophy – Aerobatics

The Roy Gladman aerobatics competition will be held some time in July. The date is still to be confirmed and will be in the next newsletter. The maneuvers will be on the notice board in the shed shortly, so start practicing your cuban eights, top hats, diamond loops etc.



Event Calendar

May 18 th /19 th 2002	Mammoth and Scale Fly-In – Swan Hill
June 2 nd 2002	Central Highlands Area Model Plane Society (CHAMPS) Fly-In
June 2 nd 2002	Military and All-Sorts Fly-In – Horsham.
June 8 th /9 th 2002	VSFAA Fun Scale Trophy at Shepparton.
July 7 th 2002	F4C & Large Scale – MARCS.
July ??? 2002	Roy Gladman Aerobatics

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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Programming the JR X-388S Transmitter

Setting Fail Safe using S-PCM modulation *(pages 65-67 of owner's manual)*

Summary of steps required to set Fail Safe mode:

1. Turn the transmitter on and press the **UP** and **DN** mode keys simultaneously.
2. Press either the **UP** or **DN** mode key until **FS:1^{ch}** appears in the left portion of the display. The right portion displays **HOLD** or the *preset value*.
3. Press the **CH** key until the desired channel is displayed. (Remember Fail Safe has to be set for each channel). The channel numbers are as follows:

1: Throttle	5: Landing Gear
2: Aileron	6: Flaps (Aux 1)
3: Elevator	7: Spoiler (Aux 2)
4: Rudder	8: Aux 3

You will see **FS:2^{ch}**, **FS:3^{ch}**, **FS:4^{ch}** ... in the display.

4. Press either the **+** or **-** data key to switch between **HOLD** and the *preset value*.
5. Press the **UP** key once to change the display to **FAL.S MEMO**
6. If setting Fail Safe to preset, hold the selected channel control in the desired position and press the **CLR** key, otherwise just press the **CLR** key. You can also use the trim lever to set the control position. Fail Safe is now set and saved for the selected channel.
7. Press the **DN** key to display **FS:1^{ch}** and you will see the preset value or **HOLD** displayed for the selected channel. (the selected channel number is displayed)
8. Repeat the procedure from item 3 for each channel to be set.

Notes:

- A. If fail-safe does not appear on your LCD, it is because you are transmitting in **PPM** mode. The Fail-Safe feature is NOT available in **PPM** mode. Please refer to the *Modulation Mode Selection Section* on page 85 of the owner's manual for more information.
- B. The HOLD function is automatically activated when the radio is turned ON and the transmitter is using **S-PCM** modulation and Fail Safe preset has not previously been set. In **S-PCM** Fail Safe cannot be disabled, it is either HOLD (default) or Preset.
- C. The HOLD function stops (or holds) the servos in the positions they were in just prior to the interference. Therefore, your aircraft maintains the position held immediately before the interference was experienced. When a clear signal is restored, the HOLD function releases, and control of the aircraft returns to you.
- D. The X-388S allows you to combine the HOLD and Fail Safe presets for all eight (8) channels on the receiver. You can select Preset or HOLD independently for all channels on your aircraft. In other words, some channels will hold their last clear signal position, while others assume the preset position. Once the Fail Safe has been activated by signal interruption (interference), the transmitter automatically moves the servos to a preset position. The predetermined servo positions are set by you. In the **S-PCM** Fail Safe, the time delay (the amount of time it takes, starting the moment the interference occurs, until the servos assume the preset positions) is fixed at 0.25, or ¼, second. After the interference has ceased, normal operation of the airplane returns to you immediately.
- E. *It would appear that the transmitter continuously sends the Fail Safe settings to the receiver at regular intervals (milliseconds) when the Rx and Tx are switched on. The settings must then be temporarily stored in volatile memory in the receiver. Some programmable logic must also be built into the receiver to cause it to position the servos according to the Fail Safe settings when loss of signal occurs. This is evident because if you switch the receiver on and the Tx is off the servos do NOT go to the Fail Safe positions. (Note: This is an observation and NOT fact.)*

BALLARAT RADIO MODEL FLYING CLUB Inc

Nomination form for new Committee Members for the 2002/2003 term

Position	Nominated person	Nominee signature
1) President
2) Secretary
3) Safety Officer
4) Safety Officer
5) Publicity Officer

Signature of member making nominations :-

Sign

Name in block letters

This nomination form is for the above mentioned office bearer positions that will become vacant at the forthcoming Annual General Meeting to be held on the 24th July 2002 at Urquart street Brace centre.

Should you wish to nominate a Club member, you should enter their name on the line (Nominated person) beside the position they are being nominated for, and have that person sign on the (Nominee signature) line beside. (Any form not signed by the nominee shall not be accepted).

Associated members are not eligible to either nominate persons or be nominated for positions.

You may nominate a person for one or each position or you may choose not to nominate anyone for any position.

Persons nominating anyone must be financial members of the club and persons nominated must be financial members of the club.

In order to ensure that voting forms are dispatched within the required time before the Annual General Meeting, nomination forms are required to be returned by 26th June 2002.

You may address your return form to the receivable person :-

Mr. R.Pimblott
Back Raglan rd.
Beaufort 3373
Vic.

Rick Pimblott

Returning Officer