



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – December, 2007

Committee 2007/2008

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The next meeting of BRMFC is to be held out at the flying field on Wednesday January 23rd 2008 commencing at 7.30PM. Weather permitting we propose to have a BBQ tea and a fly before the meeting. Please come along to the meetings and support your club and be part of the decision making process.

**** Remember there is NO meeting in December ****

Agenda Items for the next meeting

1. Open Day April 6th 2008
2. Wind Farm
3. AT6 Pylon Racing
4. Field Maintenance
5. Playground Equipment
6. Pilot Training at Ballarat Airport

Merry Christmas

As another year comes to a close the committee would like to thank all those members who have helped to make this a successful year out at the flying field. All those who get out to the field at the weekend enjoy the companionship of other club members. It's nice and relaxing to get out there and have a fly and a chat over a cup of coffee.

**** BBQ Lunch **** - Seeing as Christmas Day is on Tuesday we thought that a BBQ lunch would be nice this **Sunday (23rd December)** at the field. Bring your own meat etc. The club will get a couple of loaves of bread etc. We have a slab of light beer left over from the ARF day so they will be brought out on ice.



The committee is looking forward to the club prospering in 2008.

We would like to take this opportunity to

wish all members and their families a very merry Christmas and a happy and fulfilling New Year.

(This is just short Xmas newsletter, normal newsletter will be sent out prior to the January meeting)



Points of interest from the last meeting

Extract of newsworthy items from the minutes of the last meeting. Note: Some events/activities may have concluded or been modified as circumstances change.

1. ARF Scale Competition Post Mortem

The main point raised was what would we do, should we crack it for a perfect day, weather wise and we were inundated with entries. How would we handle it?

A suggestion was put forward in the last newsletter that we set a maximum number of entries for the competition – somewhere in the 15-20 range. This system would require pre-entries which would then fill these slots on a 'first in first served' basis. A reserve list could be maintained and those entrants would only be accepted on the day if others didn't turn up.

We need to ensure that each flight is conducted without any time wasting and that the next entrant is ready to go the moment the current entrant lands. We may need to look at lowering the maximum flight time.

More judges will be required if we had 15 or more entrants to spread the work load.

2. Xmas Raffle

As mentioned in the newsletter, the Xmas raffle prize has been at Malcolm Miles shop (Stitched-Up on Curtis, 75 Curtis Street Ballarat) since 19th November. The club asks members to drop a random item of a Xmas nature in to bolster the prize. Non-perishable food items or bottle of wine would be most suitable.

Several raffle ticket booklets were handed out to members. Please see the Secretary if you haven't got any yet or you require more.

Action: Members to donate Xmas item to bolster raffle prize.

3. Xmas Party

The Blackhill Hotel was booked a few weeks ago for Friday 14th December starting around 6:30-6:45PM.

Action: Glenn to do a ring around to establish who is going.

4. Field Maintenance

Max Rowan advised the meeting that he borrowed/hired (not sure how!) a tractor and slasher from Bruce Wiseman last weekend and cut the long grass surrounding the field. The grass was a couple of feet high and was quite a job getting through it. There's no way the club mower would have looked at it.

The subject of matting on the runway was discussed. Max suggested packing sand as a base for the matting rather than getting the field graded and thought it would take around 20m³ costing roughly \$800. It was noted that much of the cape weed is dying off presumably as a result of Fiskens spraying the field.

It was decided to see what happens when it dries out before we proceed with major expenditure.

Mower: The main drive belt had to be replaced at a cost of \$102. The belt had stretched and as a result gets caught in the pulley belt guides when under load. While preparing the field on Saturday 27th October for the ARF Scale day Graeme Allen had to make a trip into Henderson Mowers to get the new belt so that the field preparations could continue.

5. Playground Equipment

It was suggested that the proposed sandpit should be located on the eastern side of the compound amongst the trees which would provide some shade cover. Murri Anstis is to look into what is involved.

Due to Gordon Hicks' absence further discussion on playground equipment was held over until the next meeting. There still seems to be apprehension amongst some members regarding club liability over playground equipment.

Action: Murri Anstis is to look into what is involved in setting up a sand pit.

6. Pilot Training at Ballarat Airport

It was mentioned at a recent meeting that we may find potential club members amongst those undertaking pilot training at Ballarat Airport. It was further mentioned that Peter Evans would be the obvious member to canvas the situation seeing as he works there.

Due to Peter's absence further discussion was held over until the next meeting.

7. Open Day – Sub Committee (April 6th 2008)

The Secretary advised that we received the Ballarat Council Banner permit on 6/11/2007 for the 4 week period preceding the event and the VMAA permit on 22/11/2007.

The President asked for members to form the sub-committee; Matt Porter, Nick Katsikaros and Glenn White put their hands up. We need another member to join the sub-committee to bring the number to four. Matt Porter asked if we have a planner sheet to which the secretary replied we do.

Action: Secretary to email the Open Day planner sheet to the sub-committee members. (Done)

8. Wind Farm

The Secretary advised that the club has just received the **Lal Lal Wind Farm Project Update 4** from Westwind Energy. The main points that it makes mention of are: Maximum height of towers lowered from 150m to 130m, some towers removed and some relocated.

The map does not show in enough detail how close the proposed towers are in the paddock on the other side of Spreadeagle Road and directly south on the other side of Yendon-Egerton Road. Nick Katsikaros made the point that the map does not make reference to our flying site although we know that Westwind is aware of our presence.

Nick offered to send letter to WestWind requesting that our club facilities and air space be shown on the WestWind map and whether the towers YSWT23 & YSWT24 have been moved further away.

Action: Nick to send letter to WestWind Energy. (Done)

9. AT6 Pylon Racing

A few weeks ago the club was asked by Steven Green of RCM News via an email if it was interested in hosting an AT6 pylon racing event. See request below.

The prospect of running such an event was discussed, the main concern being that we would consider our field to be too small although Steve has flown at our field and is familiar with the layout. Also timing would be an issue with a very full calendar in the early part of next year.

Action: Secretary to send a reply to Steven Green requesting more info.



VMAA News

- MAAA Insurance brochures have been sent out to all clubs for distribution to members. These brochures are a summary of our insurance for the information of members and were produced and supplied free of charge by the MAAA Insurance Broker Willis Australia Ltd. *The brochures sent to BRMFC were distributed at the last meeting and the remainder placed in the holder attached to the notice board.*
- BMHC (don't know what club it is) has notified the VMAA that it is winding up and its funds are to be passed on to the VMAA.
- VMAA is to assist 3 APA members with \$100 each for attending the Pattern World Championships in Argentina. *We wish Bill Bloodworth, Adam and Will Crossman every success at the world champs. They are regular visitors to our field during the APA Model*

Engines Trophy that we host late January/early February each year.

- General Business item 04.14.04 of VMAA minutes of meeting held on 8th November makes mention of a small private airfield at Dereel south of Ballarat. The owner (Andrew) is offering the use of his facilities to R/C modelers in particular vintage and WW1 models. A fee of perhaps \$5 a day (presume per person) for the use of the facilities with tea and coffee thrown in.

What has attracted my attention is that BRMFC put on model flying displays at Dereel on Saturday 17th November 2001 and again on Saturday 16th November 2002 during a "Spring Wing Festival" held on the property of Ted Hardcastle in Swansons Road Dereel. The property in question had a north/south runway and was home to ultra-light aircraft.



This Photo was taken on 16th November 2002 at the property in Swansons Road Dereel and shows some of the ultra-light aircraft in attendance. The runway which can't be seen is on the right side of the aircraft.

I wonder if the property owned by Andrew is where we flew?

If my memory serves me correctly there was no problem flying there but the runway was very sandy making it difficult for models with small wheels.



New Models seen at field

Fearing that Sunday wouldn't be very good day weather wise, Glenn decided to test fly his new Me 163 Komet on Saturday 8th December under near perfect conditions. The Komet is built from the same plan as the one Glenn built several years ago and terrorized us with. Whereas the earlier Komet was powered by an Enya 45, this one is powered by an OS 55AX. The first one has been hanging up in Glenn's shed since it clipped the top of one of the trees surrounding the field at Mildura back in October 2002. There is a small branch still embedded in the wing leading edge. It was repairable but it had got rather oil soaked due to the tail pipe leaking inside the fuselage.

The new Komet did make a brief appearance at the field on the evening of the November meeting. On that occasion Glenn gave the motor a run which brought to light a

couple of issues which prevented a test flight. Probably just as well as the light was poor due to the dark rain clouds although there was no wind (Glenn was champing at the bit to fly it). It was obvious that the camouflage color scheme would make the Komet difficult to see.



Glenn is starting the Komet for its maiden flight on Saturday 8th December with Max steadying it on the dolly. The exhaust actually comes out the rocket tail pipe at the rear as it did with the previous model.

We got out to the field on Saturday (8th December) morning around 11.00AM, Graham Waterhouse and Hugh McCormick were already there mowing the field so long grass would not be a problem. Glenn set the Komet up (at least you don't have to assemble it – its all one piece) and we tuned the OS 55AX which obviously had plenty of power for this size model. The Komet sits on a dolly that is designed to fall away after it lifts off so you have hold that while carrying the model out to the runway.

Glenn had the throttle fully opened and Max released the Komet and it shot off like a rocket (well the full size was rocket powered) down the runway. It had heaps of speed up but I didn't think it was going to lift then it suddenly lifted off, the wheels dropped away and bounced along the runway while the Komet shot skyward. Glenn said it needed a lot of up elevator to get it to lift off. It had a strong tendency to roll to the left resulting in a fair bit of right elevon trim required and some up trim as well.

Glenn flew it around for quite a while doing loops and rolls etc to see if it had any vices. It seemed vice less (not like the pilot), almost like it was on rails.

After about 8 minutes Glenn decided it was time to land. The approach all appeared quite normal with a gentle decent onto finals. The Komet came in for a gentle touch done skidding to a halt but the propellor hit the ground. It would be better to be able to cut the motor just before touch down as it's always going to pull the nose down particularly now that the field has dried out and there is no grass to slide on.

On inspection of the model, the trims were a bit of concern – the left elevon was neutral while the right was about 5mm up. Both should be up about 3mm according to the plans. Some compensating rudder trim was added and then Glenn had another flight which enabled some of the elevon trim to be removed.



Two more shots of the Komet, the lower one shows the dolly that drops away on lift off.

On landing, Glenn has found that he is running out of up elevator as it nears touch down. Possibly it is a bit nose heavy, so moving the CofG back slightly is to be tried.

The Komet had another flight on Sunday 9th December but on landing the skid dug in causing it to nose over cracking the canopy. Glenn said that he ran out of up elevator although it appeared to touch down level, but of course without sufficient up elevator travel the nose could not be raised. Glenn is to repair canopy in the interim period before a new canopy is molded



Tim with his Hustler trainer shortly after its test flight.

On Sunday 9th December, Tim Carter had his 'long time coming' Hustler trainer out at the field for its maiden flight. It is powered by an OS 46AX which had more than ample power and is using a 2.4GHz radio (We're starting to see quite a few 2.4GHz sets now – that is 2.4 module & Rx). The model was checked out and appeared to be airworthy. Actually the model was very well put together and finished off and is a credit to Tim's building skills.

After the controls were checked Glenn was given the honor of doing the test flight. The Hustler tracked down the runway reasonably straight at the start but once it reached flying speed it lifted off and veered viciously to

the right. Glenn was able to catch it and gain some height. He then fed in all the left aileron trim available and the model still continued to drop the right wing. The only thing left was to now feed in some left rudder trim. This worked and made the model flyable. Several circuits were flown but it wasn't easy to fly so it was decided to land. This was accomplished without incident but on inspection the rudder was half way across to the left and the amount of left aileron trim was staggering.

We found the cause to be a large amount of twist in one wing. Effectively the right wing panel had washout while the left had none. Being covered in a heat shrink film Tim should be able to straighten this out by using the heating iron in the right places. We're sure Tim will be back out with the Hustler shortly after he has straightened the wing.



Mike Faulkner's 1/3 scale Airtourer making its debut at the field on Sunday 9th December.

Mike Faulkner brought his 1/3 scale Airtourer (by Scale Aviation Australia) out to the field on Sunday 9th December for an engine run. The model is powered by a DA50R and uses JR10X radio with 2.4GHz module. As expected the DA ticked over without fault. Once a few more details are addressed such as setting up mixing of ailerons/flaps in the transmitter a test flight will no doubt be imminent.



Mike Faulkner's Raven powered by an OS91 FS Pumped version. Note: the fiberglass spinner came off during flight and is somewhere in the wheat crop.

Mike came out again on Sunday 16th November (looks like he's got the flying bug again) with his Raven aerobatic machine. On the first take off attempt the motor sagged on lift off and takeoff was aborted. The engine was restarted

but it was found that it was not responding to opening up the needle valve and the motor sagged when the nose was lifted. Suspecting a fuel blockage the cowl was removed and it was found that the fuel line was split where it connects to the fuel filler valve. Once that was fixed the motor was restarted and it then ran as expected. The cowl was replaced and it took off without incident.

The Raven doesn't have buckets of power at lift off but due to its sleek design it wind ups and then flies very fast.

After several circuits with rolls & loops etc, Mike gave Glenn a fly and after several more circuits Glenn lined the Raven up for a landing. The first attempt resulted in an overshoot (this is a very slippery model) and a go around. On the second attempt Glenn kept the Raven lower and had it nicely lined up for touch down. To our surprise as soon as the wheels touched, they dug in and the Raven flipped over. We then noticed that the spinner was missing and was no where to be found. Rick then pointed out that the spinner cone was missing on its approach and must have come off earlier on in the flight.

On close inspection of the wheels it looks like the tyres move too much laterally and jam on the spats (a common problem) effectively putting the brakes on just as the model lands. I think Mike is going to remove the spats or do something else to fix the problem.



Incident Report

Sunday 9th December – Russell had a few anxious moments with his Corsair when it started to do some unintentional aerobatics. I saw it pull out of a dive with only a few feet to spare then do some more gyrations until Russell managed to get it under some control; all the time



thinking that there must have been a problem with the radio or flight control linkages. The Corsair was put down gently in the out field and on inspection after it was brought back to

the pits it was found that the engine mount had come away from the firewall. Fortunately the engine stayed inside the cowl otherwise it would have been a different story. After some on field repairs the Corsair was straight back in the air. This model was featured in *New Models seen at Field* last month and performs extremely well. Russell is now doing some rather nice landings with it.



Crash Report

Also on Sunday 9th December (It was a busy day at the field) however Nick wasn't so lucky with his new Pitts Special. While attempting to takeoff the Pitts veered sharply to the left under power and Nick did the wise thing



and aborted the takeoff. On the second attempt a similar thing happened but Nick was able to keep it on the runway. However, it lifted off too soon with insufficient airspeed, wallowed while Nick was trying

to regain control. It looked like he then reduced power and was going to land because it had straightened up and was only a few feet off the ground, but then Nick powered on too rapidly and the torque of the OS 91 pulled it in to the ground at a shallow angle ripping out the U/C and a lot of the internal frame work of the ABS shell fuselage.

Bad luck Nick – the Pitts certainly performed well in the air although it is obviously challenging on take off. I'm sure once you get it on the work bench you'll be able to workout how to repair it. The tears in the ABS are the main problem.



Events

Hamilton Fun Fly & Swap Meet – 24th/25th November

The Hamilton fly-in and swap meet is the last event of the year that we attend and is one that we always look forward to. They have one of the best fields in the State and it is always a pleasure to fly there.

This year was no exception; a group of us went down on the Friday afternoon arriving at our motel in time for a few social drinks before a leisurely stroll into town for dinner.

Saturday was Election Day so those of us that had to vote did our duties early. Conveniently the polling booth was right next door to MacDonalds.



The Ballarat contingent's camp at Hamilton.

We arrived out at the field by 9.00AM and found things well underway. The weather was perfect for flying as was the field. Throughout the morning more pilots arrived making it a good turnout. There were seven of us from Ballarat, Rick, Pam, Graham, June, Roger, A1 (aka Graeme) and myself (Glenn). Nick, Russell and Nathan arrived on Sunday. Geelong club was also well represented and they also camped at the field. They flew well but not

good enough to win any trophies!!! Maybe they need more practice.

The flying finished around 4'ish and we decided to have a BBQ tea at the motel along with a few refreshments. After the meal we adjourned to one of the motel rooms and watched the election results. We found that you can't mix alcohol, politics and friendships in the same room. I (Glenn) have never heard so much bullsh*t in my life.



Graham Waterhouse with his scratch built Monocoupe shortly before its test flight.



Graham Waterhouse is making some last minute adjustments to the Monocoupe just before its maiden flight. As you can see the conditions were perfect for a test flight.

We all had a great weekend's flying; the only "incident" was with Grahams Monocoupe. The model had more up elevator than Graham could trim out making for a very difficult landing. Under the circumstances he did a good job pushing the Monocoupe down onto the runway. It was a heavy landing but only minor damage was done to the undercarriage.

A1 hogged 643 all day! Only joking, it was nice to see him enjoying his flying so much. There was a problem with 643, I think half of us were on it. Makes 2.4 gig the way to go. There were several 2.4GHz sets in use, one of them belonging to Murray Ellis who kept shoving it under our noses when we wouldn't get a frequency.

A1 flew his Super Cub, Roger his Shoestring and Executive Single, Nick his Pitts, Rick had the Macchi and the electric delta foam whizzy thing, Russell flew a P51 Mustang and I, my Hornet and Cessna 195.



Russell Aggett is taxiing his P51 down to the flight line to join the chorus of flyers.

The swap shed was well attended and a few dollars changed hands, we will be seeing a few different models out at our field within the next few weeks.

Sunday afternoon the presentations were done and Ballarat made quite a killing Roger got best Fun fly with his Executive Single, Nick had best Bi-plane and I had best flying scale with the Cessna 195.

Once the presentations were made we started to pack up and departed for home around 4.00PM. Finally we must congratulate the Hamilton club for putting on such a great event and look forward to coming back next year.

Xmas Party – 14th December

We held the Xmas party on Friday night 14th December at the Blackhill Hotel. The usual suspects attended although there were a few that usually attend that were unable to make it. There is so much on this time of year and you just can't pick a date that suits everyone.

Like last year, Gordon put together a slide show of club photos and projected them onto the end wall. This was done via a projector that Nick borrowed from work which interfaces with a computer for video input.



The party goers are busy tucking into their meals.

This year we just ordered meals off the board rather than the set menu option we tried last year which didn't prove popular.

The Xmas Raffle was also a prominent feature of the evening and always generates a lot of interest. (See further on for a write up on the raffle).

I think everyone enjoyed the evening albeit a quiet event. Glenn didn't have those special drinks (Fluffy navel or something like that) he had last year which caused some fun & games. Maybe we'll have a "Xmas in July" night out next year (in July) like we had earlier this year at the Queen's Head.

Xmas Raffle

Our Christmas Raffle 2007 for a "Barrow Load of Christmas Cheer" was drawn at 10.00PM on Friday night 14th December at the Blackhill Hotel during our Xmas party. The lucky ticket holder was Justin Wombwell with ticket number 0196. The ticket was sold by Veronika Miles at one of the dog club events she attends.

The winner was notified immediately after the draw and came to the hotel straight away to pick up the prize. (That meant we didn't have to worry about taking the barrow away and then getting the prize to the winner)

We must thank all who supported the raffle by purchasing and selling raffle tickets. I appreciate that many people are uncomfortable selling raffle tickets but these fund raisers make an enormous contribution to our financial position.

Special thanks to Veronika and Malcolm Miles for selling 29 books through their shop Stitched up-On Curtis. Also special thanks to the patrons and staff of the Blackhill Hotel who bought 11 books, and to Gordon and Nick for their efforts at the hotel selling the tickets.

The results have been posted on our web site and the financial statement will be reported at the next meeting.



Event Calendar

- Dec 23rd (Sunday) BBQ lunch at field.
23rd Jan 2008 **BRMFC Meeting.**
 2nd/3rd Feb 2008 APA Model Engines Trophy at Yendon.
 1st/2nd March 2008 Warrnambool Annual Fun Fly.
 Mar 28th - 30th 2008 South Pacific Scale Masters - Shepparton.
April 6th 2008 **BRMFC Annual Display Day.**
 April 12th/13th 2008 Bowylie Large Model Scale Rally.
 4th May 2008 VFSAA State Champs Large and Standoff Scale at Yendon

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

A few more photos from the **Hamilton Fun Fly & Swap Meet** held on 24th/25th November

