



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – March, 2008

Committee 2007/2008

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The next meeting of BRMFC is to be held out at the flying field on Wednesday March 26th 2008 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.

***** BRMFC Open Day – Sunday 6th April *****

Agenda Items for the next meeting

1. Open Day – Sub Committee Report
2. Wind Farm
3. Field Maintenance
4. Playground Equipment
5. Pilot Training at Ballarat Airport
6. Enhancing Flying Skills

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. New Member

The Secretary advised the meeting that Andrew Bentley joined the club last Sunday (24th February). A question was asked regarding the fees charged seeing as we are well into the financial year. The Secretary explained that because the VMAA/MAAA allows 6 month affiliation for new members if they join on or after 1st January the membership fee is half the full year subscription plus the usual joining fee. Then membership falls due on 1st July as it does for all members.

We all wish Andrew every success in our challenging sport/hobby.

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

The next Sub-Committee meeting is to be held at Max Rowan's on Wednesday evening March 13th commencing at 7:30PM. Most of the organizing is well under control. Flyers have been printed and are out at the field – we need members to distribute them in their work places, local shops, schools etc.

We also need members to “man” the display at Stockland Wendouree on Saturday March 29th to promote the display day and also sell some raffle tickets. We will possibly hold a second display on Saturday April 5th to further promote the display. See more on our open day under *Coming Events*.

3. Wind Farm

No further updates from Westwind Energy. Max spoke to Geoff Fiske a few days ago and he advised that he is going to sign up for the wind generators on his property. It will probably be 3 or 4 years before construction starts.

4. Field Maintenance

- a) Fence around the compound has been tightened and repaired where broken.
- b) Gate on north/west corner needs adjusting – tightening fence has pulled it away from the latch.
- c) Small generator is getting hard to start – maybe plug needs some attention.
- d) Max advised that Fiskens plan to re-crop the paddock for the next couple of years (grain is bringing top prices at the moment) so there are **no** immediate plans to fence the field.
- e) Max suggested laying some of the tarp down in the pit area probably along the edge of the rubber to see how it goes before attempting the runways. The meeting thought this a good idea – in fact it will stop the dust when motors are started.
- f) Max said that he would look into getting a better muffler for the big generator seeing as we need it during the display day and it is a rather noisy.

5. Playground Equipment

Sandpit – Murri Anstis is going to construct the sandpit for the kids. It will be located inside the compound in the south/east corner about 2m from the fence to allow room for the mower to get through. It will be constructed from 2.4m enviro-pine sleepers. This will probably take place

after the open day unless Murri comes across materials in the mean time.

Swing – Gordon advised the meeting that a new Hills swing costs around \$100 but the plastic parts don't last all that long. The meeting thought it better to construct ourselves from enviro-pine logs, chain etc. This will be done as part of the sand pit job.

6. Pilot Training at Ballarat Airport

Item held over until the next meeting due to Peter Evans' absence.

7. Enhancing Flying Skills

Nick K. raised the subject of teaching members to advance their fly skills – a mentoring program. The topic was tossed around for some time without any real outcome. Nick's concern is that new members get to a point where they can take off and land but from then on there is no organized pathway for them to improve their flying skills.

Item is to be included on the agenda for further discussion at the next meeting.



Club Uniform

Gordon Hicks organized the purchase of a number of club caps around May last year. He brought them along to the meeting and gave to the Secretary. If any member would like a new club cap please see the Secretary – the cost is \$17 for this batch. Who knows what the cost will be in the future given the share market collapse, interest rate rises, petrol price rises through the roof and all the other bad news – after writing all that I'm wiping the tears out of my eyes!



Soft Drinks at Field

As you know a variety of soft drinks are available to all club members however they are not free.

Whilst doing a stocktake to determine what needs to be bought for the open day it was noticed that there is a considerable discrepancy between the drinks consumed and monies received. We keep the cost to a minimum to club members, so if you avail yourself of the drinks at the field please make sure you put your \$1 in the tray or tin or at least an IOU if you don't have any change.



Bronze Wings

Our newest member Andrew Bentley is well on the way to getting his Bronze Wings accreditation. He did his first solo flight last Sunday (16th March). This is only his 2nd Sunday flying at the field however he has been putting time in on the R/C flight simulator. His progress is testament to the value of the new breed of flight simulators. Keep up the good work Andrew!



VMAA News

- New edition of the VMAA Directory is to be released in September 2008.
- An article alerting members to the potential dangers of LiPo batteries is to appear in the VMAA newsletter shortly.
- VMAA Executive is investigating what equipment it could purchase for the use by clubs during displays. Eg. Trailer with the following: PA System, Shade tents, Portable Generator.
- The Hay Shed at the State Field has been damaged by recent storms, necessitating repairs amounting to \$2600. (The shed is leased out to a local farmer)



New Models seen at field

Graham Waterhouse has been working on his Monocoupe after its maiden flight at Hamilton to overcome some of the instability problems that showed up during the test flight.



Graham Waterhouse's Monocoupe on its takeoff run.

On the 9th March conditions were ideal for another test flight. Model ran down the runway lifted off but Graham found it very difficult to turn the Monocoupe, By the time it had completed a 90 degree turn the engine stopped necessitating an immediate nose down and landing in the out field. Graham got the model down okay and after doing the "walk of shame" to retrieve the model it was fired up again engine retuned and another flight was attempted. The second flight was a carbon copy of the first – it wouldn't turn and the engine cut again this resulting in a heavy landing in the out field damaging the undercarriage. Looks like Graham is going to put this on the back burner for a while – he reckons he's "over it".



Seen here is Russell Aggetts latest Corsair with son Allister preparing it for flight. Russell has provided us with some background info – see text below.

Russell Aggett has another ARF Corsair to join his fleet. The model was test flown on the 9th March and appears to fly very well. It lands well but like a lot of tail draggers has a tendency to nose over at the end of the roll out. We asked Russell for some info and he has been kind enough to provide us with the following.

It's a sportsman aviation kit, wing span is 58.25" (1480mm), flying weight is 3kg – nice and light. It has a 75 Tiger Shark up front which gives it plenty of power if needed or it flies nicely at half throttle. This model was really great to build as all the bits and pieces fitted together well, the retracts were a problem though, they were supposed to be mechanical but as usual would not work properly so I fitted 2 mini servos one on each retract and these work like the real thing.

Well, out to the air field, great day for a test flight which I did myself this time as my number one test pilot namely Murri was not out there yet, so it was start the motor, out to the strip, final check of all controls all happy so applied power, tracking was a bit wobbly but soon got it sort of straight, fed in a bit of up and she was airborne, it climbed out a bit hairy but as the trims were not set it was a hand full but after a few minutes of hair raising bumps and jumps in the sky and some trim adjustment soon had the plane flying quite nicely.

After about 5 minutes for some unknown reason the motor stopped and I had a dead stick landing on my hands, no big problem, had a bit of height to play with but when I turned into the wind for a landing things got a bit hairy once again as it dropped a wing and got the wobbles up one more time, but I soon had it back under control and touched down in the rough with no damage. Found out the motor stopped because there was a problem with one of the fuel lines, fixed that up and its next flight was a lot better. So as soon as I get the transmitter back as there was a recall on Futaba 2.4GHz Tx's it will be out flying again for a long time to come HOPEFULLY..... (Thanks for the very descriptive article Russell Ed.)



Hey look at this – These electric jobs need more gear than Internal Combustion powered models. Batteries and charging setup on Wayne Miller's new Lancair.

Also on the 9th March Wayne Miller had a new electric model out for its maiden flight. Wayne has also been kind enough to provide us with the following info.

I originally had a Great Planes Lancair fitted with an OS 91 4 stroke & was immediately impressed with its flight performance & in particular its low wing loading due to its 80+ inch wingspan & decided to buy another one to electrify. This is my 3rd or 4th 60 size A.R.F. conversion.

The conversion was fairly easily achieved by removing the engine mount & fuel tank and making a battery tray and new engine mount from light ply. For cooling, some inlet & outlet holes were cut (using 25mm hole saw) in the model.

The power package consists of the following;

- "E-flite 60" brushless motor.
- "Dual Sky" 80 amp brushless speed controller.
- 4x "Flight Power Evo 3S 2500" battery packs.
- APC 15x8 electric prop.
- 6x JR standard 507 type servos.

The 4x 3S 2500 packs have been connected in a "series parallel" configuration to give a rating of 6S 5000, which gives a flight duration of approx 8-10 minutes, & using 4 smaller batteries in lieu of 1 or 2 larger packs, gives you greater versatility for other models of different sizes.

"6S" equates to 6x3.7 volts (2x 3S packs) connected in series, which =22.2 volts

"5000" is the milliamp rating or total capacity, created from connecting 2x 2500ma packs in parallel.

I had already proven this package in a 60 size Hanger 9 A.R.F. "Miss America" Mustang.

The only snag I struck with this model was that the kit came supplied with 2 left flaps & I had to wait 4-5 weeks for a new set from the supplier.

The most difficult part of the conversion was where to cut the canopy to make it easy to remove to access the batteries for charging between flights. (measure 3 times, cut once & pray!!!)

It has turned out to be a very good looking model, easy to fly, & with no vices.

I hope to fly it on our club public flying day, along with my new twin engined (2x E-flite 46's) Seagull A.R.F. "Dual Ace", which is ready for test flying this Sunday.

Thanks for the informative article Wayne. The Lancair looks really nice in the air and handles very well and you flew it in a very scale like manner. It seemed to have plenty of performance and duration from the four flight battery packs.



Here is a shot of Wayne with his new Lancair. The model is a very impressive performer.



Crash Report

During the Roy Gladman timed flight event things came unstuck for Rick. He was flying his low wing fun fly machine and seemingly for know reason it went haywire rolling over onto its back and plummeting to the ground. It was so unexpected – caught everybody by surprise including Rick. Problem was obviously mechanical or radio. Unfortunately the model was badly damaged and maybe a write off depending on Rick’s will to repair it.



Whilst we were away at Warrnambool (1st/2nd March) Russell was out at the field on the Sunday flying his trusty old P51. Russell said he had been

doing several low inverted passes but on the last one as it did a vertical climb the P51 lost flying speed, stalled and spiraled into the ground causing extensive damage. Russell did mention that there was a problem with one flap servo but whether that was the cause we don’t know. No doubt Russell will have another one soon.



Incident Report

Graeme (A1) has had a couple of nasty experiences recently with the Cirrus pictured. It seems to stall easily in

tight turns and roll in. Perhaps it’s not all that unexpected



given the narrow wing tips and I would think fairly high wing loading. It happened down at Warrnambool and a week or two after that at our field on the first turn after takeoff. Graham

thinking it might have been radio problems decided to shut the throttle after regaining control and landed safely in the paddock up near Spreadeagle Road.

The Cirrus appears to fly well but it has this nasty characteristic. Looks like 60° (2g) turns are about the steepest it can take safely.



Tips & Tricks

Anyone got any “u-beaut” modeling ideas?



Events

Roy Gladman Novelty – 24th February

We held the Roy Gladman Novelty event on Sunday 24th February under quite good conditions. From memory there was a light/moderate breeze from the south west and the sky was semi overcast. First up Max and Glenn marked out the spot landing and carrier deck as we all prepared our models for the annual event. Graham Waterhouse volunteered to be the chief judge and timekeeper.

To make the timed flight a little more challenging this year each competitor had a different time which was drawn out of the hat with 30 seconds difference between each of the times.



Rick hand launching his electric powered Striker. Not sure what event this was – possibly the Climb and Glide.

During the first event which was the Timed Flight Rick had a surprising mishap with his low wing sport model. For some unknown reason it rolled over on its back shortly after takeoff and went in. (See Crash Report). Everyone

was taken aback and none more than Rick because you don't expect mishaps in that event. Bad luck Rick! The comp was originally Rick's idea in memory of Roy but he has not had good luck over the years and has lost a few models due to mysterious reasons. Rick got back on his horse and continued on with the remaining events using his trusty electric Striker.



Max lining up the balloons. He managed to get two on take off and one on landing.



I suspect this shot was also taken during the balloon burst. Here we have Murri Anstis at the controls assisted by Glenn White and watched by da judge Graham Waterhouse.



Matt Porter readying his model for one of the events assisted by Nick Katsikaros.

The climb and glide event went off without incident. This event can catch pilots out if they don't position their models for a landing approach as altitude is lost. Murri Anstis was the runaway winner here – anyone got a tacho!

The balloon burst was hotly contested. Nick and I (Roger) managed to get the four on takeoff with Max getting two and Murri and Matt getting one each. Obviously tricycle

undercarriage is a big help. Rick found it hard with his hand launched Striker, but he had a go on landing. Matt, Max and I (Roger) managed to get one balloon on landing.

The next event was the carrier deck landing where Max was the big achiever. He managed to touch down within the carrier deck but rolled off and secured 25 points.

We then adjourned for the customary BBQ lunch which was cooked by Max. Following lunch we continued on with the Spot landing event. Matt Porter was the winner here closely followed by Rick with his Striker.



Max volunteered to be chief cook when we broke for lunch. As I remember the snags were cooked to perfection Max.

Unfortunately we didn't have a computer on hand to tally up the scores (how did we get on without computers?) so the winner was not announced until the meeting the following Wednesday. Once all the scores were tallied on computer Nick Katsikaros was the overall winner. Congratulations Nick! Your name is now being engraved on the perpetual Trophy.

Warrnambool Fun Fly Weekend 1st/2nd March (by Glenn White)
Again several members attended the annual Warrnambool Fun fly. After all the hot dry weather we have experienced I expected their field to be like ours brown and dusty but we were pleasantly surprised to find well-prepared greenish runways



Put part A into part B – how many does it take to put up a shade tent?

The weather was perfect for flying with hardly any wind. After a pleasant drive down from Ballarat we arrived out

at the field in time for a bit of lunch. There is always plenty of food available.

We put up our shade tent, set up our models and had a great afternoons flying.

The Warrnambool club members are a friendly lot and make you very welcome. Their club membership is about the same size as ours and most of their models are fun flies. There were several ARF's, a couple of large petrol models, some small electric models and the normal amount of 40/46 sized. I only saw one mishap it was early Sunday morning a model went off the air and crashed in the adjoining paddock wrecking the model.

We packed up about 4.00pm and all met back at the motel for a drink or two a bit more bulls**t before walking over to the RSL for a lovely meal.

Sunday's weather was a copy of Saturday except the wind what there was of it was coming from the opposite direction. If you fly early you have to be very weary of the Sun as it is directly in your face.



Roger wheeling the trusty Cherokee (Executive Single) back to the pits for a restart after engine stopped when throttle opened for takeoff.

Unusual for Roger he had his engine stop two or three times before getting airborne, maybe they are like him, getting on a bit! I hear he has had more trouble getting it up lately.

I had more trouble than Roger; I had one flight with my Komet on the Saturday and stripped another wing servo (4th one) I will have to invest in some metal-gearred replacements. BRMFC had a good assortment of models there (see photos)

Graeme (aka A1) had an anxious moment with his Cirrus. Whilst doing a high speed tight turn coming onto the runway path it suddenly "tucked in" and dived towards the ground. Graeme caught it with a little too much elevator causing a few more gyrations before it settled down and on track again.

On its first flight on Saturday the muffler on the OS 120 FS came adrift somewhere in the out field. We all went out and had a look for it but to no avail. Thankfully there were no noise restrictions so he was able to fly without a

muffler for the rest of the weekend. (It didn't worry A1 that we all had to wear ear muffs.)



These are some of the models entered by our club members with the flight line in the background.



A shot of our pit area at Warrnambool. (The models were arranged for the photo)



John Hoy's (Warrnambool Club) big CAC Boomerang powered by a Zenoah 62 petrol engine. Model flew impressively on Saturday but engine mount problems prevented further flights on Sunday. John finds it a challenging model during takeoff and landing.

We spread the word around and left flyers promoting our open day so hopefully we will see some of the Warrnambool members in early April up at Ballarat.

The days flying finished around 3.00pm and presentations were made. A1 took best ARF with his Cirrus (they will give anybody a trophy these days).

All in all it was a great weekend, good flying and good friends, and looking forward to doing it all again next year.



Coming Events

Some club members will be attending the following events and accommodation has already been booked however anyone wishing to join in will be more than welcome just contact Roger or Glenn.

28th – 30th March – South Pacific Scale Masters at Shepparton.

12th/13th April – Bowlyie Large Model Scale Rally. ACT.

19th/20th April – Electric Flight Weekend at GMAA
Under the auspices of Australian Electric Flight Association, Tony Cauchi of GMAA is organizing an Electric flight weekend for the 19th/20th April at Geelong's Mannerim Field.

Open Day – 6th April 2008

The open day is only two weeks away now. We had another sub-committee meeting a couple of weeks ago in Max's shed. It looks like everything is proceeding according to plan. Matt is doing a great job and seems to have everything in hand. The advertising banners are now up (Western Hwy at Ring Rd, Geelong Road outside Zagami's and Victoria Street outside East High School. The Courier and 3BA have been notified.

Don't forget if you have anything to sell on the Open Day see Murri Anstis. He's in charge of the "Swap Tent".

Display Day Raffle – The raffle is now well underway and tickets are being sold. All members should have received a book to sell, if you haven't please see me (Roger) and I'll send you a book. First prize is a Boomerang trainer package all ready to fly courtesy of Roj's Hobbies and second prize is a portable LCD DVD player donated by JB Hi-Fi Ballarat.

Two Saturdays are booked at Stockland Wendouree to promote our flying display and sell raffle tickets. The first is next Saturday 29th March followed by Saturday 5th April (the day before our display). We will need several club members to attend – please contact Matt Porter on 0434 629 964 if you can attend or just turn up. The Boomerang model will be at Stockland Wendouree.

As much as we encourage visiting pilots and appreciate their assistance we can't rely on them attending – the onus is on us to put on the show. So please make sure you have a model that can fly on the day and bring out non-flying models for the static display.



Event Calendar

- 26th Mar 2008** **BRMFC Meeting.**
 Mar 29th 2008 BRMFC display at Stockland Wendouree.
 Mar 28th – 30th 2008 South Pacific Scale Masters - Shepparton.
 April 5th 2008 BRMFC display at Stockland Wendouree.
April 6th 2008 **BRMFC Annual Display Day.**
 April 12th/13th 2008 Bowlyie Large Model Scale Rally.
 April 12th/13th 2008 VMAA Trophy at P&DARCS.
 April 19th-20th 2008 Electric Flight W/E – Geelong.
 April 20th 2008 VFSAA Scale Rally - Lilydale.
23rd Apr 2008 **BRMFC Meeting.**
 Apr 25th-27th 2007 WW2 and Military Scale Event – Wagga Wagga.
 4th May 2008 VFSAA State Champs Large and Standoff Scale at Yendon

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

Roy Gladman Perpetual Trophy 2008 - Scores (24th February 2008)

Contestant	Freq.	Target	2 Minute Timed Flight		Climb & Glide		Balloon Burst			Carrier Deck Landing					Spot Landing				Bonus	Total
			Time	Score	Time	Score	Take off (x5)	Landing (x10)	Score	Touch	Land in	Stop in	Bonus	Score	1st Pass	2nd Pass	3rd Pass	Score		
Nick Katsikaros	649	2:50	2:57	113	1:15	30	4	0	20					0	10	5	5	20	10%	201
Roger Carrigg	631	2:10	1:51	101	2:09	50	4	1	30					0	5	5		10		191
Matt Porter	623	2:20	3:07	73	1:46	40	1	1	15	5				5	5	25	5	35	10%	185
Murri Anstis	633	2:30	2:05	95	2:42	60	1	0	5					0	5	10		15		175
Glenn White	643	2:00	2:13	107	1:31	40	0	0	0	5				5	5	5	5	15		167
Max Rowan	641	3:00	2:09	69	1:00	20	2	1	20		25			25	5			5	10%	153
Rick Pimblott	601	3:10	1:15	5	1:44	40	0	0	0					0	5	5	15	25	10%	77