



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – May, 2007

Committee 2006/2007

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The next meeting of BRMFC is to be held out at the flying field on Wednesday May 23rd 2007 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.

Agenda Items for the next meeting

1. Field Maintenance
2. Club Uniform – item acquisition
3. Club Fees – MAAA/VMAA components

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. Field Maintenance

a) **Runway Matting** – Max has picked up the matting from Geelong and transported it to the field. The meeting discussed the merits of laying matting on the runway. Some members like the idea while others remain unsure. It was pointed out that there will need to be a significant run off at each end of the matting otherwise models will not stop. The matting is not porous and there is also some concern as to whether it will be slippery although it does have a textured surface. So that water will run off, Max's plan is to crown the runway. He has a contact who he is confident will be able to do the leveling work to our satisfaction for around \$400. The remainder of the work which involves laying the matting can be done by club members. Glenn White raised a motion that Max be given a budget of \$500 to do the leveling works, this was seconded by Graeme Allen. Motion was passed overwhelmingly by a show of hands.

b) **Wiring in Kitchen** – Rob Beardall completed this prior to our recent open day.

c) **Outside light** – Rob B. is still endeavoring to locate a suitable light. (Required for meeting nights)

d) Murri Anstis emptied the bins today (25th April) and also brought out some more firewood.

2. Annual Display Post Mortem

The following points were raised during general discussion.

a) Music was too loud. Secretary received a phone call on the following Monday evening from a member of the

4. Fund Raising – Sausage Sizzles
5. Rotary - Hobbies & Interests Expo

public who attended our display. He stated that whilst he enjoyed the show immensely he thought the music was too loud. This is something to bear in mind next year.

b) Keep the container shut and locked during the event – don't want contents on display to public.

c) The entry gate next to car park was considered to be the ideal location.

d) Admission of \$3/person or \$5/car load was thought to be about right.

e) Food was well priced.

f) The Tx pound wasn't setup on time Sunday morning and led to delays.

g) Two toilets were found to be sufficient.

h) Flight line control went well however one model got off track on take off and slewed through startup area fortunately not hitting anything. It was decided that we will move the startup area further back from the runway in future.

i) Kitchen went well, Marty Moran took over the cooking on the BBQ. Many thanks to Graeme's wife Dianne and daughter Naomi for taking charge of the canteen. A box of chocolates was presented to each in appreciation of their help on the day. Secretary is also to present the same to Janice Pope for her tireless efforts selling the raffle tickets which she has done for several years.

j) We need to send out letters of appreciation to our sponsors:- Whitford Waste, Coates Hire, SLC, Roj's Hobbies and Masterfoods.
Action: Secretary is to send out letter of appreciation.

k) Advertising signs – We need four new signs to replace the wooden ones that have deteriorated. This

year we only had the three banners up promoting the display. Glenn said that he has a contact who can make banners similar to the one we had made up professionally recently which cost \$227.70. Rather than try to make up new wooden signs we will look into getting more display day banners made up that resemble the hand painted ones done by Peter Barnett.
Action: Glenn White is to follow up getting four new display day banners made up.

l) Tables – It was obvious that we need some more tables to assist in running events. It was decided to purchase 3 fold up wooden tables available from Bunnings for \$49 each. (Two have been purchased)
Action: Secretary is to purchase three fold up wooden tables.

m) Gordon Hicks suggested that we send out by email letters of appreciation to the pilots who attended.

3. Proposed Wind Farm at Yendon

The Secretary advised that this was reported in detail in the April newsletter. Recapping, the club was invited to attend an information session held by WestWind Energy on 18th April at the Lal Lal Community Hall where we were able to put questions about the project to the project engineers. Nick Katsikaros, Graeme Allen, Rob Beardall and Roger Carrigg attended the session. From the proposed layout there are two possibly three wind towers that we would like shifted further away from our flying site. Max said that he has spoken to Geoff Fiske (the land owner) and he said that he has no problem with shifting the towers that are too close. Rob Beardall is one of the affected nearby residents and he said that there is strong community opposition to the project (as to be expected). There will be several community information sessions held as the project is molded into shape.

As long as the location of the proposed nearby towers are shifted (which shouldn't be a problem) the project should be of little concern to our club.

4. Club Caps

The Secretary suggested that we purchase another batch of caps with club logo. Rob Beardall pointed out that last cap was not large enough and to make sure that the cap selected has sufficient adjustment. Members requiring flying jackets or wind cheaters will need to let Gordon know their size. (I would suggest that you drop into Hip Pocket Work Wear at 1103 Howitt Street and try on the jacket so that you get the right size.)
Action: Gordon Hicks to order 12 caps from Hip Pocket Work Wear and take orders from members for other clothing items.



Fund Raising

Bunnings has just advised us by mail that Sausage Sizzles at the Wendouree Store are fully booked until 31/8/2007. We are in the draw for sausage sizzles from 1/9/2007 to 31/12/2007 and will be notified if we are successful.



Club Dress Items

Gordon has been chasing up club dress items such as caps and jackets. A dozen caps with club logo have been ordered and are ready to be picked up. Gordon expects the cost per cap to the club will be \$15. We usually add \$5 to these dress items so members will be charged \$20.

Gordon has also got prices on jackets, vests, Polo Fleece and shirts with club logo. The photos below show the blue shirt, reversible vest and polo fleece. We all know what the flying jackets look like. (Don't know that the models have a future on the catwalk – they'd better keep there day jobs). These items will need to be ordered with your size. It's advisable to pop into Hip Pocket Work Wear at 1103 Howitt Street and try on these items so you get the right size.



The cost of each item is:

Flying Jackets	\$52
Reversible Vest	\$42
Zip Polar Fleece	\$42
(includes Club name on back)	
Polo Shirt	\$25
\$2.20 extra if you want your	

name included under the Logo. \$7.70 extra if you want the club name on the back.



VMAA News

Safety points

1. A VMAA affiliated member (we are all VMAA affiliated members) was recently hit in the face by a spinner that shattered resulting in a cut lip and broken tooth. Underscores how careful we must be at all times.
2. Another member had his hand struck by propellor when aircraft restraint gave way allowing model to lunge forward into his hand.

The next VMAA newsletter is due out in June.

The company that owns the land on the opposite side of the golf course near where the Keilor Club flying site is located is offering it for lease. The VMAA points out that unless the Keilor club is interested it would not be suitable to any other R/C club but may be suitable for Control Line activities.

Fees 2007/8 – The MAAA/VMAA fees for 2007/8 should be known early in June. The MAAA component will be established at the forthcoming MAAA Council Conference to be held in Brisbane on May 26th/27th. The VMAA

Executive has decided to absorb up to \$5 of any reduction in the MAAA fee and set aside into a separate fund for loans/grants.



New Models seen at field

Russell has been kind enough to provide this write up on his new P38 Lightning. (6 May 2007) Right its a P38j Lightning, the kit is a ARF made in china, length is 1525mm (60"), wing span 2115mm (83.3"), flying weight is 6.84Kg, the motors are power force 46x2 with 11x7 props and Pitts style mufflers. It has 11 servos, spring air retracts. I have had this model for a bit over a year just doing bits to it as I could, and it had its debut out at the field on our VFSAA competition day. It did not fly on this day as we had to iron out a few bugs with the motors, but Murri and I got them sorted out and at the end of the day gave it a ground run and all went well except for a few adjustments.



Russell Aggett's P38 Lightning can be seen here shortly before it's successful although challenging test flight.

Some adjustments were made during the week and the next weekend out to the field again. The weather was good for a test flight, Murri was all syked up I think. We fueled it up then went to start the motors, zip the motor in the right pod fires up, zip the motor in the left pod did zipo nothing, so Graeme Allen and myself pulled the engine cowl off and found out it was just a lower end idle adjustment. So I put it all back together, hit the motors with the starter and soon had them both humming together sweetly, so Murri and I headed out to the strip to see what was going to happen, well Murri taxied it out to the strip applied power and it lifted out quiet nice. But it needed a lot of down trim, the motors were running real smooth and sounded the part. After a couple of circuits which were a bit of a hand full Murri said time to land ,which was a bit of a hand full also trying to hold in down and also stopping it from stalling, got it on the ground on its wheels , very successful flight thanks Murri. Well that's enough if you want to see it well come to the field, all going well it will be out there for a long time. Thank you for that Russell. Actually Murri did a magnificent job getting the P38 back on the runway for what was a smooth landing. Whilst in the air it certainly appeared extremely tail heavy which

required full down trim and then a fair bit of down elevator on the control stick to stop it ballooning which is not easy to do. Well done Murri!

Murri was in demand for test flights on Sunday 6th May. Murray Johnson came out with a new biplane of his own design. He was unsure of where the balance point should be and on checking it before the test flight it was found to be just behind the leading edge of the bottom wing. This position was found to be wrong because as soon as it lifted off the ground fortunately at low speed it almost stood on its tail and did a tail slide onto a wing tip causing minor damage. Murray J. is going to put some lead in the nose before test flying it again. I asked Murray for some details and this is his reply: *It's a 1935 home built Bowerbird, original powered by 40 hp four cylinder Continental The model has a wing span 1.8m (top) 1.65m (lower), is powered by an OS 70 surpass and weighs approx 7lb. It has not flown successfully yet due to CG query. I'm moving things around at the moment to find the best balance.*



Murri is doing final engine run up and control check moments before the test flight with Murray J. looking on nervously.

Graeme Waterhouse brought out his latest fun fly as usual scratch built and very nicely finished. This is a carbon copy of his previous Stik – the one lost due to radio failure last year. As usual model took off with out incident and flew as expected.



Graham Waterhouse about to test fly his new Stik. This is his second Stik, his first Stik had an unfortunate demise due to radio failure.

On Sunday 13th May (Mothers Day) A1 (aka Graeme Allen) brought out his Mothers day present for a test flight. We said it's definitely not A1 but it's what A1 needs. The model is a Harrier 3D powered by a Magnum 61 four stroke. The build quality of this ARF is magnificent (it must have taken him minutes to put together). The motor was brand new and needed a bit of running in before model was flown. Graeme had a bit of trouble getting the idle adjustment and mixture control right before he could attempt a test flight. As this is a 3D model all control surface throws were far greater than conventional aircraft. The Harrier flew well but it was obvious that it is under powered with the 61. No doubt Graeme will select another motor out of his abundant stocks.



A close up of the workmanship on Graeme's new ARF. It's amazing what you get for a couple of hundred dollars now. Pilot is the spitting image of Peter Taylor.

Mother's day saw another new model out at the field. This time Peter Taylor had a new Sky Raider ARF powered by a Super Tigre 45. Murri test flew it without incident. The new breed of trainer models are extremely consistent these days. You know they will fly.



Peter's new trainer, awaiting its maiden flight.

Stop Press! Rick brought his new Macchi Velcro M.C. 205 WWII ARF scale job out to the field today (Sunday 20th May) for its second flight. The first time we saw this model out at the field Rick had fitted a Magnum 61 FS but we thought it would be a bit small and that a 91FS would do it more justice. On that particular day there was also a problem with the engine mount and it wasn't flown. Anyway Rick informed us today that he flew it a little

while ago and the 61 just didn't cut it. He then re-engined it with an OS 91 FS and that made all the difference as was displayed by its performance today. The Macchi Velcro kit is by Avion R/C and has a wing span of 62.5". Rick has fitted mechanical retracts which seem to work quite well. The full size aircraft served with the Italian Air Force during WWII.



Rick with the Macchi Velcro M.C. 205 just after its flight on Sunday 20th May. Isn't it funny how pilots always seem to manage a better smile after a test flight rather than before!!!



Crash Report

A1 and Wagga just don't go together. We have never known anyone to have such bad luck at one event. This year was no different as he had the misfortune to severely damage his large petrol powered P51 Mustang during the first round of the contest.

Graeme was in trouble from the first vertical manoeuvre this being a loop as there simply was not enough power from US 41cc to pull the heavy model over the top of a loop causing him to loose control nearing the top of the loop. Graeme did a good job to keep model away from the pit area after regaining control. The next manoeuvre was an immelman turn again which ended up with the same result as the loop. The P51 just did not have enough power to pull itself over the top of vertical manoeuvres. At this stage it was deemed wise to skip all other vertical manoeuvres and finish off with the remainder of the flight schedule. We think the flight rattled Graeme causing him to get crossed up on his landing approach resulting in a very heavy landing ripping out the undercarriage causing structural damage to the wing. Better luck next year.

Russell had an unfortunate incident on the day of the VFSAA event held on April 29th. During take-off with his Corby Starlett the engine quit moments after lift off whilst the model was climbing out steeply. There was a loud chorus from all the spectators "push the nose down" but unfortunately all flying speed had been lost, the Corby stalled and then dropped its nose and dived straight into the ground causing sufficient damage to prevent further flights. Russell will have it airworthy again in no time.



Tips & Tricks

Anyone got any little gems that they would like to pass on?



Events

Wagga Wagga 2007 by Pam Pimblott

Once again the Wagga Wagga weekend was with us, Rick had planned on flying the Hurricane but motor problems put an early end to that idea, so after a momentary idea of not flying, the Kawasaki Ki was once again taken out of retirement and taken.

We left home around 7am on Friday to arrive at the Wagga field around 2pm. Rick, Graeme & Roger registered then got the static judging out of the way. After finally getting Roger packed up we got back to the caravan park around 4pm.

Over a couple of drinks at camp we got the quote of the weekend from Graeme, as usual he and Glenn were having a friendly constructive conversation about how to fly at Wagga when Graeme said to Glenn "It is better to have flied & cried than to have never flied at all". Unfortunately this was to come true, it did end in tears.



The Ballarat contingent minus Roger.(he took the foto) on Saturday around midday.

Saturday dawned clear & sunny and an early arrival at the field found Graeme & Rick were first up on each flight line. Graeme had a shocker of a flight and a worse landing which saw the P51 back in the trailer with undercarriage and wing damage. The other P51 look alike was not as lucky on Sunday spiraling into the ground at full throttle, which not only led to a complete demise of the plane but the DA50 which had powered it. Graeme was not the only one to do damage on Saturday, Noel Whitehead unfortunately totaled his Winjeel & Rick went dead stick on half way through his second flight & slightly damaged the wing (out with the hundred mile an hour tape). Don't tell him I told you but the glow plug fell out when he was

doing a loop, and he wondered why the motor ceased to work?

Sunday we awoke to a heavy fog (that is the weather) & flying did not get under way until after 10.30am so to fill in time Rick, Graeme & I went to look for his glow plug, would you believe me if I said we found it. There were a few pilot errors which took a few more out of contention but fortunately only the P51 I mentioned earlier was destroyed.



He who "Flied & Cried" with the "Bugger" T shirt pushing out some Zee's on Sunday morning. Graeme should leave that T shirt at home, its bad luck.

Although the number of entrants was about normal it was very noticeable that the number of ARF's is increasing to the point that they now have there own section. For the first time since we have been going there was a helicopter and a jet. I fail to understand how a helicopter can be judged in the same comp as fixed wing but judge they did! under Wagga rules.



Rod Mitchell's Grumman Tigercat and P61 Blackwidow can be seen here in the foreground. Both were winning entrants.

Now that we are all back home it is time to start preparing for next year, Graeme has said he is not going back, 3 times unlucky is enough so come on Glenn, time for you to fill the gap and any one else who would like to spend a pleasant weekend away.

Results:

Static

- Peter Gow - Texan

- Overall Military - Peter Gow – Texan
- Overall Flying - Rod Mitchell -P61
- Brendan Tucker - Bell 206
- Overall WW1 - Robert Zyp - Albatross

VFSAA Sport Scale Round 4

On Sunday 29th April it was our turn to host the fourth round of the VFSAA Sport Scale.

The weather forecast didn't look too promising but we were lucky on the day. It was overcast and there was a moderate westerly wind, not enough to stop anyone flying.



Here we see Gary Sunderland ably assisted by John Lamont readying the Fokker D7 for its next sortie. Nah, just another chance to impress the judges.

The first event to get underway was the A.R.F. section with six entries Noel Whitehead (Extra), Phil. Niewand (Victa Airtourer), Russell Aggett (Corby Starlet), David Anderson (Katana), Peter Evans (Tucano) and Roger Carrigg (Shoestring).



David Law is starting the 3W 100cc twin cylinder petrol engine in his impressive Pitts Special with Noel Whitehead holding on. Model must be about 1/3 scale.

It was nice to see four entries from our own club; Russell had the misfortune to have an engine out just after takeoff causing the Corby to crash and preventing him from any more flying.



Some of the models entered on the day. Glenn's new Cessna 195 which can be seen in the middle of the photo had its competition debut.



David Law's Pitts taking off displaying its ample performance. The Pitts is very steady in the air.

Three rounds were flown in A.R.F and some of our members were given the opportunity to do some of the judging. The scoring was close, Roger got first place with Noel a close second and after putting in a high scoring third round Peter climbed into third place.

There were also six entries in Scale, Glenn White (Cessna 195), Roger Carrigg (P.39), Trevor Pugh (Staudacher), Gary Sunderland (Fokker D7), David Law (Pitts Special) and John Lamont (Piper Cub). Again three rounds were flown the scoring was close but David flew his Pitts into first place with some really nice flying. Rogers's trusty old P39 (31 years young) got second and I came in third with the Cessna.

All in all it was a good day, there were a few spectators there, Rick and Pam looked after the canteen putting on a B.B.Q. lunch.



Coming Events

VFSAA Tropy at Shepparton over June 9th/10th weekend. A few of us are going.



Event Calendar

May 19th/20th Old Timer Fly-in – Mannerim Geelong.
 May 20th Vic. State Champs Scale – State Field
 Darraweit Guim.
May 23rd Club meeting at Field.
 May 26th/27th MAAA Council conference – Brisbane.
 June 3rd Display Day – Lilydale.
 June 9th/10th VFSAA Trophy – Shepparton.
 June 24th VFSAA Sportscale Round 5 – State Field
 Darraweit Guim.

July 7th/8th F3A Aerobatics – Melton.
 July 8th Scale Rally – Yarra Glenn.
 July 20th VFSAA Sportscale Round 6 – State Field
 Darraweit Guim.
 August 12th Scale Rally – Greensborough.

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

For sale

Great Planes Super Stearman Biplane ARF - **\$380** (\$490 new)
 The model is finished and has flown. (See photo on the left.)
 Wing span 72" (Top wing)
 Suitable for a 150 FS
 The Saito 150 FS that flew it as also available for \$500.

If you are interested contact Graeme Allen on 0418 534 983 or
graemeallen@dodo.com.au

Also for Sale

0.5 mm thick canopy material at \$14.00 per m². (cut to any size)
 Contact Rick Pimblott on (03) 5349 2594, 0417 424 819 or
pimblott@optusnet.com.au



Some more photos from the recent WWII & Military Scale event held at Wagga Wagga.

