



# BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: [www.startek.com.au/brmfc](http://www.startek.com.au/brmfc)

Inc. No. A0001288M

## NEWSLETTER – May, 2008

### Committee 2007/2008

<i>President</i>	Glenn White (0412 641 188)	<i>Public Officer</i>	Roger Carrigg
<i>Vice President</i>	Nick Katsikaros (0438 559 985)	<i>Safety Officers</i>	Graham Waterhouse (0417 377 099), Peter Evans (0438 643 949)
<i>Treasurer</i>	Rick Pimblott (0417 424 819)	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Secretary</i>	Roger Carrigg (0437 842 277)	<i>Field Maintenance</i>	Max Rowan (0408 501 584)
<i>Publicity Officer</i>	Gordon Hicks (0427 033 981)		
<i>Returning Officer</i>	Rick Pimblott		

**Contacting BRMFC:** Secretary Roger Carrigg, 11 Lawrie Drive Alfredton 3350.  
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The next meeting of BRMFC is to be held out at the flying field on Wednesday May 28<sup>th</sup> 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.

### Agenda Items for the next meeting

1. Set Open Day 2009 date
2. Field Maintenance
3. Playground Equipment
4. Outdoor Furniture
5. Enhancing Flying Skills
6. ARF Scale Competition – 26<sup>th</sup> October 2008
7. AGM & Committee Nominations

### 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. Open Day Post Mortem (April 6<sup>th</sup> 2008)

The open day was discussed and the following comments and suggestions were put forward.

- a) Swap meet turned over approx. \$1200.
- b) Very good attendance by club members.
- c) President noted that Matt Porter did a lot of work organizing the event.
- d) Kitchen
  - i) Ran out of food but about the right time.
  - ii) Council inspectors came out and we passed.
  - iii) Members to keep out of kitchen and go to the counter for food.
- e) Transmitter Pound
  - i) Need to improve pound security and procedures. Only pound operators to hand out Tx's, pilots to put frequency key in board watched by the pound operator.
  - ii) Need more shelves and tables to store Tx's
  - iii) It was suggested that a temporary carport from Supercheap Auto could be used. They sell for \$199 when on special.
- f) Flight Line
  - i) Clarify procedure at flight line if a crash occurs near the runway.
  - ii) Flight line ran well in general.
  - iii) Slow/Fast/Display board was not required.
  - iv) Starting box to be better organized to prevent dust blowing on other models.
- g) Gate
  - i) Generally worked okay.

- ii) Need free complimentary passes for sponsors, friends & family etc.
- h) Toilets
  - i) The two portables seemed to be adequate.
  - ii) It was noted that kids were playing in them.
- i) Letters of Appreciation – Secretary to send out letters of Appreciation to Roj's Hobbies, SLC, APCO Main Road, JB Hi-Fi Ballarat, G. Gay & Co., Tip Top Bakeries, Coates Hire, Whitford Waste. (*Done*)
- j) Advertising
  - i) It was suggested that bumper stickers could be a good way of promoting our club and the open day. Need to get costs!
  - ii) We need 4 new advertising banners to supplement the 3 existing banners. (its the cheapest form of advertising)
  - iii) Based on holding the open day on the 1<sup>st</sup> Sunday in April, the date for next year's event is **Sunday 5<sup>th</sup> April 2009**. Easter Sunday is 12<sup>th</sup> April 2009 so there is no clash with Easter. In 2010 Easter Sunday is 4<sup>th</sup> April 2010 which would be the date for our display – Do we reschedule or hold our display over Easter? (*Post meeting comment.*)

#### 2. Field Maintenance

- a) Matting – A test strip will be done in the pit area in a couple of week's time.
- b) Mower Service – Max Rowan is to do. (*Done*)

#### 3. Playground Equipment

Murri Anstis has this project in hand and is expected to start shortly.

#### 4. Pilot Training at Ballarat Airport

No immediate action is required. (*The arrival of pilots from China has just been mentioned on the radio this week.*)

### 5. Enhancing Flying Skills

- a) Use newsletter to promote improving flying techniques.
- b) Basic aeromodelling knowledge.
- c) Trimming aircraft.
- d) Description of common flying issues and how to overcome.
  - i) Tip stalling.
  - ii) Recovering from spins etc.

### 6. ARF Scale Competition – 26<sup>th</sup> October 2008

Brian Green of RCM News magazine has asked BRMFC if it would be willing to host a round of Classic scale in conjunction with our ARF competition and make it a two day event. This has come about following the success of the recent South Pacific Scale Masters competition at Shepparton. After some discussion the following points were made.

1. Decision is to be made at the next meeting.
2. Put in the next newsletter inviting ideas from members.
3. Alternatives discussed were:
  - a. Run jointly over two days as suggested.
  - b. Run separately over two days. (Classic Sat. & ARF Sun.)
  - c. Offer to hold Classic scale on a different weekend.
4. In any case our ARF event should be changed to pre-entry only.

### 7. VFSAA State Champs Large & Standoff Scale– 4<sup>th</sup> May 2008

The meeting was reminded that the VFSAA State Champs Large & Standoff Scale will be held at our field on Sunday 4<sup>th</sup> May 2008.

10 – 15 pilots are expected and BRMFC is to provide canteen facilities.



## VMAA News

- The Wangaratta Aero Modellers has been successful in seeking a grant from the VMAA for \$4000 and a loan of \$4500 to be repaid over 10 years to assist the club in building their new club house.
- The VMAA is to form a steering committee with the task of investigating the purchase of the state field from the MAAA and to promote the benefits to the affiliated clubs. The VMAA executive stresses the point that this is not for the purpose of re-sale.
- Extension to Control Line Hard Surface at Albury – Additional concreting has been done at a cost of \$1760 and clean up work around the outside of the circle costing \$500 is underway.
- MAAA Council Conference is being held at Hobart over the weekend of 24<sup>th</sup>/25<sup>th</sup> May. Three delegates from the

VMAA will be attending to promote the interests of Victorian aeromodellers and vote on motions on behalf of the VMAA. This is where/when our MAAA fees will be set for 2008/9.

- At the last VMAA Executive meeting it was moved that the VMAA component of our fees for 2008/9 be senior \$41, pensioner \$41 and junior \$29. This is a \$2 across the board increase over 2007/8 fees. (\$39, \$39 & \$27)
- A new VMAA directory is to be released in Sept. 2008.
- The VMAA is investigating the feasibility of acquiring a box trailer with all the necessary equipment for clubs to borrow when they run their displays. Equipment would include: PA system, shade tents, generator, frequency scanner, pilot bibs, safety vests, two way radios etc. A budget is to be prepared for the next financial year along with insurance costs and borrowing deposit charges. Some of the equipment such as frequency scanner, pilot bibs & generator is already owned by the VMAA.



## New Models seen at field

On Sunday 11<sup>th</sup> May (Mother's Day) we had three new models at the field for test flights. Two ARF's and a scratch built.

A1's (aka Graeme) been spending up big (all of \$99) and bought himself a Tiger 40 low wing sport model to replace the 3D Harrier that 'argued' unsuccessfully with terra firma a couple of months ago.

Being the 'tight arse wad' that he is, he put some old motor that didn't want to run, which stopped as expected just after take off on the first flight. Then he got carried away and put in a new glo plug to help keep it going. (The plug is probably worth more than the motor!).

The second flight attempt was much more successful and the model flew quite well as anticipated. However on a shallow dive all the onlookers as well as Graeme heard a fluttering sound prompting a hasty landing. On inspection it was deemed the ailerons must have been responsible however on subsequent flights there was no sign of flutter – maybe it was Graeme fluttering, all that money!!!

The finish on some ARF's these days is getting extremely good and this model is no exception. Covering was tight all over and the edges nicely stuck down.



*Graemes new Tiger 40 sport model moments before its test flights. 99 bucks – last of the big spenders!!!*

Rick brought his electric powered "Frank" Japanese WW2 fighter out to the field but had problems with the speed controller and unfortunately was unable to do a test flight. No doubt we'll see it at the field again shortly with everything sorted out.



*Rick's electric powered "Frank", a Japanese WW2 Fighter.*

The model is a Hyperion ARF Nakajima KI 84 Hayate (known to the allies as Frank) single seat fighter/bomber.

Length 50.5", wingspan 56.6" powered by Hyperion HP-Z4025-b10 Brushless electric motor, this is the equivalent of a 40 size glow fuel motor.

Not to be deterred, Rick then brought out his Percival Gull for A1 (aka Graeme) to test fly. The Gull has a 72" wingspan and is powered by an OS 46AX. Rick's had this model ready for a while and we've been wondering when it would out for a test flight.



*Rick's Percival Gull is being prepared for its maiden flight with A1 champing at the bit to fly it.*

With A1 at the controls it was a rather eventful take off. Graeme opened the throttle and the Gull tracked nicely down the runway and gently lifted off but when it got to just over a metre off the ground all of a sudden it dived back to the runway bounced and shot up vertically – just as well that OS 46AX is a good puller because it got to about 20 metres before Graeme gained control and trimmed out the elevator.

Once the model (and Graeme) settled down and it was trimmed it flew very well. In fact it was up for quite a long time and did loops and rolls etc eventually coming in for a very smooth landing.

Pam has provided us with some info on the model and the full size it was modeled on.

Percival Gull 4 Mk11, 72" wingspan, scratch built from D F Bryant (Radio Modeller) plan. It is powered by an OS46.

E W Percival was an Australian who went to England in the 1920's as an aircraft designer & quickly became established by introducing neat & fast monoplanes which with only a fraction of the power were faster than the RAF biplane fighters of the era.

The G-ACGR was ordered by Sir Philip Sassoon in 1933 to compete in the King's cup air race; however it was not successful in any. Its last flight ended in disaster when the engine failed & the pilot was forced to land in a field not knowing there was a dam at the end where the Gull ended up. It has since been restored & is now in the Brussels Air Museum.

The full size Gull was powered by a Napier "Javelin 111" air cooled 6 cylinder in line engine delivering 160bhp at 2100rpm, giving the Gull a maximum speed of 160mph.



Geoff a prospective new member has been out to the field a few times with his Aeroflyte Hustler that he has built over the last 6 or 7 years. It's been one of those on & off again projects, but Geoff finally decided to get it finished and ready for flight. The first time we saw the model a few suggestions were made to bring the control systems up to scratch. Geoff implemented

those changes and brought the model out again on Sunday 25<sup>th</sup> May for a test flight. It's refreshing to see a model that someone has built rather than the usual assortment of ARF's that we see so congratulations to Geoff for a job well done.

After the usual CofG and control checks were carried out the Hustler, powered by a Tiger Shark 45/46 (not sure of the exact number!) 2 stroke motor was started. It ran reliably so tank setup must have been correct. Glenn did the test flight and the Hustler took off and behaved as expected. All that was required was a bit of aileron trim and Glenn remarked that it flew very nicely – better than many of the ARF's we see.

On the same day we had another prospective new member Alan, who has put together a Boomerang ARF powered by an OS46 LA motor. (We have a photo but no time to get into this newsletter which has to go out today) When a range check was done it was found that it had very little range before controls started jiggling. At this stage the motor had not even been started so we went through the initial run in procedure before looking into the range problem. After a tank of fuel was put through the motor the wing was taken off to track down the range problem. It was found that Alan had the receiver aerial running between the rudder & elevator servos. With the wing off the aerial wire was pulled out of the fuselage and another range check was done. This time there was heaps of range. Alan had a very long aileron extension lead (like 800-

900mm) which was also a concern – the aileron servo was connected and the wing was sat in place and another range check done. Once again there was insufficient range but still better than when receiver aerial ran past the servos. The extension lead was removed and plugged straight into the receiver – finally a successful range check. This all shows that there are a few basic set up principles that must be observed when setting up an R/C model.

I (Roger) test flew the Boomerang. We started the motor and set it a little bit rich being a new motor. The Boomerang was taxied out and taken off into wind. The 46LA wasn't putting out as much power as I'd have liked but it was adequate. Aileron controls was way too sensitive but is better to have too much than not enough. Full elevator up trim plus a bit more was needed to maintain level flight along with a couple of clicks of aileron trim. After several circuits the Boomerang was brought in for an uneventful landing. Alan was shown the trim adjustments and it was also suggested that a bit of down thrust on the motor might improve the tail down flight attitude.

It's encouraging to see some prospective new members around. They want to join but of course it's uneconomical at this time given that there's only one month to go before the new financial year begins and subs are due.



## Crash Report

Glenn didn't have a good weekend when the scale comps were held at our field on Sunday 4<sup>th</sup> May. On his first flight the Cessna 195 got into trouble on take off.

There was a fairly strong crosswind that Glenn thought the Cessna could handle okay but standing behind the model he misjudged the take off airspeed and on the premature lift off the Cessna rolled to the left with the wind and Glenn was unable to correct with the controls. The Cessna impacted on the left wing tip and did a 360 degree cartwheel. Fortunately on inspection the damage was a lot less than expected. One broken wing tip, left horizontal stabilizer snapped off, broken windshield and one fuselage former. Nothing that can't be repaired.

Glenn is working on it feverishly and hopes to have it flying again for the VFSAA event at Shepparton in June.



## ARF Scale Competition

As noted in the minutes of the last meeting Brian Green of RCM News magazine has asked if our club would like to hold a round of the Classic Scale in conjunction with our ARF competition. This would make it a two day event over the weekend of October 25<sup>th</sup>/26<sup>th</sup>.

For members not knowing what classic scale is, it was started off this year at the recent South Pacific Scale Masters held at Shepparton and attracted the most entries.

The following are the Classic Scale rules:

This is a builder of the model class. Individual and Team.

In the team class, a separate pilot named on the entry form may be used to perform the flight. The builder and flyer must be present at the competition.

The model must have been assembled, finished and detailed by the entrant. Models built or assembled from a plan, kit, fibreglass/foam or moulded components and from scratch are eligible. Purchased complete models are ineligible.

The source of the model's design and manufacture will be stated on the competitor's entry form and submitting erroneous information may lead to disqualification. Any entrant can protest the legality of a Classic class entry. A total of three independent protests will cause the contest director to request proof of the entries' legality. If the protest is upheld by the contest director it will result in disqualification of the protested entry.

To qualify for static judging points at least two photographs of the full size must be submitted. At least one should be of the full size aircraft modeled.

### Static judging Classic class.

Each model will be static judged for overall realism including colours and markings and craftsmanship at a distance of two metres using the submitted photographs as a guide.

The judges will assess the overall field and award the best model a point score of 100.

All other models will be awarded points based on their relationship to the best model.

A decision needs to be made at the coming meeting whether to combine the two events or leave the ARF as it is.



## Bronze Wings

Congratulations to Andrew Bentley for achieving his bronze wings accreditation on Sunday 11<sup>th</sup> May. Max took Andrew through the bronze wings check list and we're sure Andrew came through with flying colours. Andrew has made remarkable progress in a short time in the hobby.



## Tips & Tricks

### Rx Aerial Routing & Servo Extension Leads

We had an example of what happens when the receiver aerial runs between servos. (See New at Field) You don't get much range before servos start jiggling. Also an excessively long aileron extension lead reduced range substantially. Always keep leads as short as possible. Don't know if this applies to 2.4GHz sets as well but of course they have their own set up guidelines that must be observed.



## Events

### Large & Stand-off Scale State Champs

On Sunday the 4<sup>th</sup> May we hosted the second part of the Scale State Championships at our field. F4C and ARF were held a few weeks ago at P&DARCS.

Unfortunately there weren't as many entrants as we would have liked but nonetheless those that made the effort had an enjoyable day – that is everyone with the exception of Glenn – see crash report above.

The weather was pleasant, but as forecast there was a strengthening north/west wind that got quite strong early in the afternoon. It finally abated late in the day after the event was over.



*David Anderson's highly detailed and exceptionally well built Sopwith Pup.*

David Anderson had his new Sopwith Pup which he only finished and test flew the week before. He had hoped to have it finished in time for the recent South Pacific Scale Masters at Shepparton but time was the ultimate victor. The model is powered by an OS Sirius 50cc radial engine which provides heaps of power through the vertical manoeuvres. Rick was showing a fair bit of interest – he has one but has been having some difficulties keeping all the cylinders alight. David has only had a couple of flights with the Pup so is still getting accustomed to its flying manners. Biplanes don't handle windy conditions as well as WW2 models like Noel Whitehead's Corsair so landings were challenging which David handled admirably.

Noel Whitehead's latest scale model is a Top Flyte Corsair which was initially powered by a twin four stroke. Noel commented at Wagga that he would like more power and was planning to re-engine the Corsair with a Moki 210 two stroke. I didn't realize he had already done so but the Corsair was now flying with a lot more authority. Noel's first flight was the highest flight score for the day but unfortunately on the second flight the engine stopped (perhaps he should've left the four stroke in it!) half way through the flight luckily in a convenient position. Noel was able to bring the Corsair in for a fast dead stick landing albeit a bit of a hard touch down, but it rolled on okay coming to rest a little off the end of the runway.



*Noel Whitehead is getting ready to fly his Moki 210 powered Corsair assisted by John Lamont.*

On inspection Noel found that the arm attached to the top of the rotating leg had broken again (On the Corsair the L/G folds rearward and rotates 90°) putting him out of the 3<sup>rd</sup> round. It was lucky that the broken arm allowing the leg to rotate didn't flip the model over.



*Gary Sunderland preparing his Albatross for the first round watched on by his "protégé" Max. By all accounts Gary had a successful day coming 2<sup>nd</sup>.*



*A random photo showing some of the people who attended.*

It really wasn't Glenn's day! After crashing the Cessna 195 on take off in the first round Glenn was having troubles with his Me 183 Komet as well in Stand-off scale.

Landing and takeoff are always a challenge with this model given that it takes off from a dolly and lands on a skid. Glenn broke the prop on landing in the first round – this was after lunch and the wind from the north was starting to get up and the accompanying turbulence caused a harsher landing than expected. On the second round the

Komet bounced off the dolly prematurely and of course take off was aborted. Glenn was given another go but this time the motor failed and it was found that the fabricated exhaust stack had come off the motor caused by stripped threads.

My flights with the P39 were reasonably uneventful but the wind was getting strong by now making a good flight score hard to achieve. Fortunately the P39 has good ground handling characteristics and is surprisingly well mannered on the landing approach and touch down.

We must of course thank the judges, Rick, Pam and Graeme who ran the canteen keeping us well fed over the lunch period and providing refreshments throughout the day. The results are tabled further on.



### Coming Events

#### VFSAA Trophy – Shepparton 7<sup>th</sup>/8<sup>th</sup> June

Several of our members are going to Shepparton on Sat/Sun 7<sup>th</sup>/8<sup>th</sup> June for the VFSAA Trophy event. This is two days of the Queen’s Birthday weekend. We must thank the Shepparton Club for allowing the VFSAA to hold the event at their field.

#### Results of Large Scale held at Ballarat on 4<sup>th</sup> May 2008

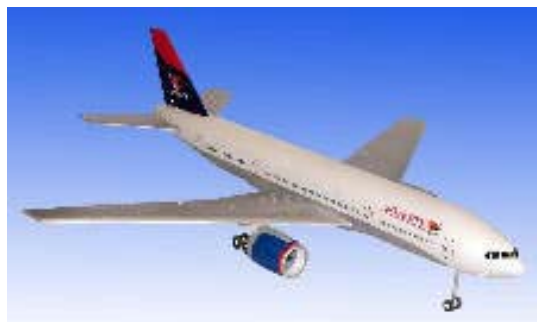
Pilot	Model	R1	R2	R3	Static	Total	Place
John Lamont	Space Walker	1329	1356	1441		2983.5	1
Gary Sunderland	Albatross	1262	1343			2945.0	2
David Anderson	Sopwith Pup	1274				2307.0	3
Noel Whitehead	Corsair	1474	949			2242.5	4
Glenn White	Cessna 195	-	-	-	-	-	5

#### Results of Stand-off Scale

Pilot	Model	R1	R2	R3	Total	Place
Roger Carrigg	P39 Airacobra	1360	1347	-	2356.0	1
Glenn White	Me 163 Komet	1178	-		2024	2
Gary Sunderland	Bristol	DNF				3

### For Sale

#### Boeing 777 Electric powered model by Super Flying Models – \$200 ONO



Wingspan: 1390mm (54.7")  
 Length: 1490mm (58.6")  
 Radio: 4 channel required  
 Motor: Fan units and brushless motors included

**Features**  
 Fully molded and painted for quick assembly  
 Two ducted fan units with brushless motors included  
 Shock-absorbing landing gear and more  
 Molded Aileron Servo pockets  
 All flight control surfaces come pre-hinged  
 Large size, generous wing area, and light weight

**Overview**  
 Two ducted fan units with brushless motors are included. The fully molded and painted airframe requires little time to assemble, making this Super Airliner ready for takeoff in a short amount of time. Additionally, all flight control surfaces are pre-hinged, reducing assembly time and ensuring smooth response right away. (Info courtesy of Hstore Hobbies web site.)

If you are interested in this model contact Glenn White: [gwhite@vic.chariot.net.au](mailto:gwhite@vic.chariot.net.au) or Mob: 0412 641 188 (This model just wouldn't suit Glenn – you know snap rolls on take-off etc.)



### Event Calendar

- May 18<sup>th</sup> Fun Scale Fly-in (Mid May Muster) – Bairnsdale
- May 24<sup>th</sup>/25<sup>th</sup> Inaugural Autumn Scale Rally – Albury.
- May 24<sup>th</sup>/25<sup>th</sup> MAAA Council Conference – Hobart.
- May 28<sup>th</sup> BRMFC Meeting.**
- June 7<sup>th</sup>/8<sup>th</sup> VFSAA Trophy – Shepparton.
- June 25<sup>th</sup> BRMFC Meeting.**
- June 29<sup>th</sup> VFSAA Round 4 – State Field
- July 23<sup>rd</sup> BRMFC Meeting (AGM).**
- August 10<sup>th</sup> VFSAA Scale Rally – Greensborough.
- August 23<sup>rd</sup>/24<sup>th</sup> VFSAA Scale Rally – Albury.
- August 27<sup>th</sup> BRMFC Meeting.**
- Sept. 20<sup>th</sup>/21<sup>st</sup> Mammoth Scale Fly-In – Shepparton.
- Sept 24<sup>th</sup> BRMFC Meeting.**
- October 26<sup>th</sup> ARF Scale Event – BRMFC.**
- Nov. 29<sup>th</sup>/30<sup>th</sup> Fun Fly & Swap Meet – Hamilton.

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



Wayne Goodwin brought his Top Flyte Beechcraft Bonanza out for another flight on Sunday 25<sup>th</sup> May. He flew the model a couple of years ago but damaged a main U/C leg on landing. Unfortunately there was a fuel supply problem with the Saito 150 FS. The motor cut when the nose was lifted and it was considered unsafe to fly until the problem is rectified Also screwing the needle valve right out didn't richen the motor which indicated an underlying problem. I (Roger) did a couple fast runs up the runway and it tracked very well. (Aah – Run out of space!!!)

# BALLARAT RADIO MODEL FLYING CLUB

Nominations form for new Committee Members for the 2008/2009 term

Position nominated	Nominated person	Nominee signature
• President	.....	.....
• Secretary	.....	.....
• Safety Officer	.....	.....
• Safety Officer	.....	.....
• Publicity Officer	.....	.....
• Returning Officer	.....	.....
• Public Officer	.....	.....
• Newsletter Editor	.....	.....
• Newsletter Sub editor	.....	.....
• Field Maintenance 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 23<sup>rd</sup> July 2008 at Flying Field, Ballarat.

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 25th June 2008.

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

Mr. R.Pimblott  
Back Raglan Road,  
Beaufort Vic. 3373.

Rick Pimblott  
Returning Officer