



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – October, 2008

Committee 2008/2009

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The next meeting of BRMFC is to be held out at the flying field on Wednesday October 22nd 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. Elect Open Day 2009 Sub-Committee
2. Wind Farm
3. Field Maintenance
4. ARF Scale Competition – 26th October
5. VMAA Trophy
6. Bus to Avalon – Mar 15th 2009
7. Enhancing Flying Skills – Videos
8. Xmas Party – Date/Venue
9. Xmas Raffle

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. Wind Farm

Latest correspondence from WestWind Energy shows wind towers in our paddock – One behind car park and another south/west of the runways.

We need to formulate a response to West Wind Energy – **Done.**

Submissions to government must be in by 8th August 2008 – **Done.**

A meeting with WestWind Energy was held on Wed 17th September at WestWind Energy's Buninyong Office. The following notes were later prepared by Roger C. & Nick K. and sent to WestWind seeking their agreement to what was said.

Notes on Meeting between WestWind Energy and BRMFC held on 17th September 2008 at WestWind Energy's Buninyong Office, 505 Warrenheip Street Buninyong.

Attendees: Adam Gray, Phil Burn (WestWind Energy)
Matt Porter, Nick Katsikaros, Noel Findlay,
Roger Carrigg (BRMFC)

- i) WestWind Energy advised that they have received a copy of our submission to the Department of Planning & Community Development. (This fact was stated prior to the meeting).
- ii) As stated in our submission, BRMFC reaffirmed that we would not be able to continue on at our Spredaeagle Road flying field given the proposed location of towers YSWT14 & YSWT15. YSWT15 is

directly in our normal flight path and YSWT14 is in our car park. The risk of collision is too great especially given that the club is always taking on new members who are learning to fly. a) The issue of possible radio interference due to reflection from the blades was also discussed. It was agreed that this was very difficult, if not impossible to predict before the installation was complete. BRMFC stated we are legally bound not to fly when the likelihood of radio interference existed.

b) The "wake effect" behind the turbine would cause unpredictable turbulence for approximately 200 to 300m downwind. In NW winds this is above the runway and on the landing approach. c) The consequences of a collision were discussed and Westwind realized that collision with a turbine by a large fast flying aircraft would be severe and definitely needs to be avoided.

- iii) WestWind Energy stated that they cannot move towers at the moment, now that the project is in the planning approval stage. Any alterations would have to wait until the planning approval submissions have been dealt with and will be limited to within a small margin (generally less than 100m) from the current locations. WestWind stated the planning approval may direct some towers to be removed or relocated for various reasons – most likely cultural, heritage or wildlife values. (Not just the towers affecting BRMFC). If too many wind turbines are removed the project will become unviable.
- iv) WestWind Energy was asked that notwithstanding the planning approval process, would they be technically able to move the towers in question.

They stated that a micro analysis of the affect on other towers would need to be undertaken and their agreeance to move them would depend on the outcome of the analysis. A significant change would result in the entire grid of turbines being moved and would be a major undertaking. (This is because turbines need to be a certain distance and geometry apart to minimize the wake effect behind each turbine interfering with downwind turbines.)

- v) *The towers YSWT14 & YSWT15 ended up in the paddock we use after the land owner requested towers near their house block be moved further east. This had a flow on effect on adjacent towers forcing YSWT14 & YSWT15 to the revised location. Westwind energy stated the relocation of the towers was not done with any malicious intent.*
- vi) *In the event that the towers cannot be relocated, WestWind offered to assist BRMFC find and relocate to a new field. The assistance would be both financial and practical help in locating a site. WestWind pointed out that they do not want to put us "out of business".*
 - a) *Westwind clarified the offer by stating that if the planning permit was granted and if the towers proceeded as planned and if we were still legal tenants and if we found we could not continue at the current location then they would assist us in relocating the club. The exact assistance was not explored in detail but speaking with "friendly neighbours" to help find a suitable location was discussed.*
 - b) *BRMFC stated the fear that the club could be evicted prior to the wind farm being constructed. If this occurred and it was due to the wind farm BRMFC asked that we should still receive assistance. Westwind considered this a fair request, but needed to have it approved at a higher level of management.*
- vii) *It is unclear for how long we would be affected during construction stage as this could spread out over several months and the detailed construction program has not been determined. However we expect that we will be unable to fly during construction due to the presence of equipment and people.*
- viii) *BRMFC is to continue with the Planning Submission Appeals process to ensure our position is formally noted at government level. WestWind Energy was comfortable with this and expected us to do so.*

The meeting was cordial and the point was made on both sides that we wished to continue cooperation and communications. Both sides now understand each others' position.

Nick & Roger attended the "Appeals Panel Directions Hearing" at Ballarat Yacht Club on Mon 22nd September which ran from 11.00AM to 2:15PM. The Appeals Panel has been set up by the Minister for Planning and Community Development to hear objections to the Lal Lal Wind Farm project. The purpose of the Directions Hearing was to explain to all parties how the appeals process would

be conducted. It was well attended with roughly 60 people attending.

The Panel Public Hearing is being held at the Greenhill Enterprise Centre and commences on November 6th and runs for 11 days. We will be putting our case to the panel on day 9 November 19th at 1:30PM to ensure the impact of the Wind Farm on our club is known and recorded at government level and to ensure we are not overlooked in receiving financial assistance should we have to shift from Spredaeagle Road.

We are now in the process of preparing our panel submission.

On 29th September I received an email from Adam Gray of WestWind Energy.

Thanks for sending through these notes.

Apologies for the delay in responding to this e-mail. We plan to respond formally with a letter to BRMFC as soon as possible, in order to clarify and highlight the issues we discussed at our meeting.

2. New Field Search

Given the uncertainty created by the Wind Farm we need to be on the look out for a new field. However seeing as there's a possibility we may get some financial assistance from WestWind Energy we can't really leave until we're pushed.

It was suggested by Martin Tuddenham (reported by Noel F. or Max R.) that we could look at land back near Bowes Road.

3. Field Maintenance

Report from Max Rowan:

- a) Need to mow and spray the cape weed again.
- b) Max R. to get shade mesh repaired before hot weather sets in.
- c) Murri Anstis is looking after construction of new table/chairs.
- d) Rubbish bins need to be emptied – (definitely before ARF comp)

4. Enhancing Flying Skills – Videos

This was raised by Nick K. at the February meeting with the aim of providing a pathway for new members to improve their flying skills post bronze wings.

With all that's been going on lately it's been overshadowed. We need to get a video listing from the VMAA Librarian to see what would be appropriate.

Item kept on the agenda for discussion at future meetings.

5. ARF Scale Competition – 26th October 2008

Report from the organizing sub-committee:

- a) Promo was in the September 2008 newsletter.
- b) Matt Porter is to send Murray Ellis some flyers distribute to Geelong members.
- c) Get your entries in ASAP.
- d) Matt P. is to pick up prizes from Roj's Hobbies.
- e) Trophies still to be organized.

6. Open Day 2009 Date – Bowlyie Clash

The date for next year's Bowylie Large Scale Rally has recently been set to 5th April 2009 which clashes with our Open Day. Our options are:

- a) Keep our day as is, however some members may wish to attend Bowylie which could impact on our display.
- b) Move date back to Easter Sunday 12th April. (Discounted at the last meeting)
- c) Bring date forward to March 29th (Seems like the only free date available)

At the last meeting it was decided to find out all events that are on around the 5th April

- Mar 14-15 Avalon Airshow weekend
- Mar 22 Monty Tyrrell Scale Rally Pakenham P&DARCS
- Mar 22 Annual Display Day Keilor K&DMAS
- **Mar 29** Adelaide Air Races (Geelong members go to this event)
- **April 4-5 Annual Bowylie Scale Rally. (68 Pilots entered)**
- April 5 Annual MARCS Fly-in, incorporating the Keith Hearn Memorial Boundary Rd MARCS
- April 12-26 MAAA Nationals: R/C at Cootamundra NSW MAAA
- April 18-19 VMAA Trophy inter-club competition YOUR CLUB COULD WIN IT ! VMAA
- April 24-26 WW2 and Military Scale Wagga WMAC

After some discussion it was decided to **retain** the 5th April 2009 for our annual display. It was felt that if some members decide to go to Bowylie we would still be able to put on a display.

Action: None.

7. Meeting Venue

Nick presented the following report to the meeting: I talked to Louise Mead today regarding holding our meetings at the Ballarat Golf Club.

She is happy to accommodate us and the 4th Wednesday of each month is available.

They have community obligations to be met as a gaming venue so they would write off the time as a donation to the community. I.e. No Charge.

However, they will only be in the current club rooms until May/June next year and then will be moving to the new club rooms. The new situation is not yet determined but there should be no problem as long as a room is available.

Considering the uncertainty and the fact that we are not likely to need a room until next autumn I suggested we contact her again closer to the time when we expect to need a room. She was agreeable to that so we should put a note in the things to do column of the meeting minutes to give her a call next March or April.

Action: Nick Katsikaros to contact the Ballarat Golf Club again in March/April 2009 regarding the use of their facilities.

8. Bus to Avalon – Mar 15th 2009

In 2007 we hired a 22/24 seater from Gold Bus Lines and charged \$15/seat.

Do we hire a bus again? If so, what size bus?

The meeting agreed that we should do this again and an article is to be placed in the next newsletter promoting the event.

Action: Nick Katsikaros to get prices and conditions from Avis and Matt Porter to get the same from Gold Bus Lines.

Action: Editor to place an article in the next newsletter. (See further on in newsletter)

9. APA – Model Engines Trophy

Henry Hutchinson of the APA (Australian Pattern Association) has asked if they can run the Model Engines Trophy next year at our field on the weekend of the 31st January/1st February 2009. Henry said they've been getting good numbers now that all are used to the new schedules, so we should expect about 25 flyers this time.

The meeting agreed with the APA request.

Action: Secretary to notify the APA that their request has been granted. (Done)

10. Club Merchandise

Andrew Bentley asked about availability of club merchandise – caps jackets etc.

It was pointed out that Hip Pocket Workwear have been providing this service for the club. They have the club logo and can sew it onto garments.

Action: Editor to put an article in the next newsletter. (See further on in newsletter)

11. VMAA Trophy

Nick K. raised the question whether we should put in an entry next year seeing as it's to be held at the State Field. Expressions of interest will be sought from members.

Action: Editor to mention in the next newsletter. (See further on in newsletter)



New Models seen at field



Graham Waterhouse is running up the motor in his Monocoupe with assistance from Murray Johnson.

Graham Waterhouse had his scratch built Monocoupe out at the field on Sunday 5th October. The model had its test flight down at Hamilton in late November 2007 but had a CofG problem making it difficult to control. Fortunately on that occasion Graham was able to land it okay with only minor damage to the undercarriage. Graham said he has added some ballast to the nose and made some minor changes to the controls. This time the Monocoupe flew very well. It did a very realistic take off and flew around as you would expect a model of this type to perform. Model is powered by an OS four stroke (possibly a 91). It would be great to see Graham enter the Monocoupe in the VFSAA events.



Glenn's Great Planes Extra 300S with new 3MM 53cc motor getting it's initial run-in at the field on October 12th.

Although this model has been at the field a few times it has now been re-engined with a new 3MM 53cc petrol motor to replace the OS 200FS which was on loan from the model's previous owner Mike Faulkner. Glenn has done a good job fitting the new motor and hopes to have it ready to compete in the ARF Scale competition next Sunday. The 3MM motor started easily and seemed to run quite well. It did exhibit one strange characteristic though – when idling and the model was shaken the motor wanted to cut out. One would suspect a fuel supply problem. Hopefully Glenn has got it sorted out.



Crash Report

What an absolutely perfect day it was for flying on Sunday 5th October. Nevertheless that didn't stop a couple of serious mishaps. The first was Max with his yellow CAP



232. I was flying my Shoestring at the time and heard an engine making that unnerving sound of a plane in an out of control dive, then the

inevitable thud. Apparently Max was doing spins and the CAP got into another spin on recovery when the power was applied but with insufficient altitude Max was unable to pull it out in time resulting in a heavy impact which destroyed the model. Bad luck Max! (Photo was taken back in summer on 27th January 2008 that's why the field is so bare.)

The second unfortunate demise was that of Rick Pimblott's (or should I say Pam's) Skyraider Trainer model. Once again I was flying my Shoestring when Rick flew the Skyraider over the field. It was making a rather audible vibration to the degree that I sang out whose model is making that noise. Rick said it was his and landed to check it out. He couldn't find anything wrong and flew it again. I'm not sure if it was the next flight but by chance I was looking into the out field and could see the Skyraider going down striking terra firma at a fairly steep angle

Rick said it went off the air – he had no control and it didn't even respond when he tried to cut the throttle in an attempt to lessen the impact. A few of us walked over to pick up the remains and were quite surprised at the extent of the damage. Definitely requires replacement rather than repair! Any crash is bad enough but when you can't identify what went wrong that makes it all the more frustrating. However, sometime later that morning Max rang to say that when he got home he found that his Tx was switched on – Max said he must have knocked it while packing up. Being on the same frequency as Rick it's a distinct possibility but not a definite cause given that the aerial was down on Max's Tx and Rick's Tx was between the model and Max's Tx. In any event it was very commendable of Max to say what had happened – I wonder how many of us would!



A bit of Nostalgia

Oldest Boeing airliner in flying condition

This is as it should be – passengers in closed cabin, pilot in open cockpit so he will stay awake. The airplane is in Spokane, WA, and is the oldest flying Boeing in the World.



A restored Boeing 40C airliner.

After 8 years and 8,000 hours of toil the Boeing 40C rolled out last winter as a finished airplane. They had to wait a few weeks for the snow to melt to fly this baby. They received their Standard Airworthiness Certificate from the FAA and completed the engine pre-oil and fuel flow tests for the first of the taxi tests.

Facts for the Boeing 40 project: 221 gallons of dope/reducer and 120 yards of 102 ceconite fabric. 12 gallons of poly urethane paint for the sheet metal. The

wings have 33,000 individual parts in them. The airplane weighs 4080 lbs empty, has a gross weight of 6075 lbs. It is 34 ft long and 13 feet tall with a wing span of 44½ feet.



The Boeing had room for four passengers – these are the forward seats. Two more are accessible via the rear door.

Wing loading is 10 lbs per sq ft and power loading is 10 Pounds per HP. It should cruise at 115 mph using 28 GPH, and 32 GPH at 120 mph. It carries 120 gallons of fuel in three tanks. 350 – 2” brushes were used to apply 6 gallons of West Systems epoxy, and 181 rolls of paper towels for cleanup. There were a total of 62 volunteers who worked on the project to some degree. 21 of the volunteers did a significant amount of work, and 9 of the volunteers worked continuously during the 8 year project.



The spacious open cockpit. (A bit like stage coaches where the driver was out in the open and passengers inside.)

Footnote: This item was received over the internet so I cannot vouch for the authenticity of the content but it sounds plausible. (ed)



VMAA Trophy

The club is contemplating entering the VMAA trophy to be held over the weekend of April 18th/19th next year. The fact that it’s being held at the State Field has made the event more attractive to us. It’s a team event where each club has an entrant in the various categories such as Scale, glider, pylon racing, etc.

We realize that being a small club it will be difficult to field an entrant for each event but at least turning up would be a good start. This is on the agenda for the coming

meeting – an event coordinator will need to be appointed and seeing as Nick raised it he might get the job.



Club Uniform

Hip Pocket Workwear in Howitt Street Wendouree has been providing us with caps; flying jackets etc for a while now and has our club logo in their system.

If you would like a flying jacket call into Hip Pocket Workwear and select one that fits and get them to sew the logo on the front left side. The last one I got was a “Hard Yakka” brand.

I (Roger) will order say 10 caps with club logo and hold them in stock for sale to members. There’s little problem with caps as far as size goes. It’s basically one size fits all!

The other items we’ve had are: Polo shirt – powder blue, Sleeveless reversible vest – red/black & Polo Fleece wind cheater with “Ballarat Radio Model Flying Club” sewn on the back.

If someone would like to coordinate this activity it would be much appreciated.



Bus to Avalon Airshow 2009

The club decided at the last meeting that we would once again hire a bus to take members to the Avalon Airshow on Sunday March 15th 2009.

Nick rang Avis a couple of weeks ago and got these prices.

Seats	Daily rate on weekend
12	\$154
22	\$204
25	\$225

Plus \$26.40 per day to reduce excess from \$2915 to \$550.

200km /day included then \$0.275/km for extra.

Assuming a total of 300km and we get the extra insurance then for 1 day and assuming the bus is full the cost works out to:

Seat	total	\$/seat
12	\$208	17.33
22	\$258	11.72
25	\$279	11.16

Credit Card to book. Fuel extra.

Going by that it’s going to cost us around \$15-20 a seat by the time we buy the usual refreshments for the trip home. Last year we charged \$15 per seat.

Put this on your calendar of events – it’s the best way to get to the airshow, no getting caught up in traffic jams because buses have priority entry.



Coming Events

ARF Scale Competition – October 26th

Well it's finally upon us – our annual ARF Scale Competition is on this weekend at the field and it's hoped that a good contingent of BRMFC members will be present to both compete and also lend a hand to make the event run smoothly.

Remember, the event is open to all pilots flying an ARF scale fixed wing aircraft and will be scored and judged similarly to stand-off scale rules. To wet your appetite and entice competitors, Roj's Hobbies has kindly donated prizes for the event and in particular a large ARF scale model which every entrant will have an equal chance of winning. Yes you have read correctly I did say equal chance which means you don't necessarily have to win the event to win the major prize.

For further details and a copy of the pilot entry form, check out the promotional flyer at <http://www.startek.com.au/brmfc/ARFScaleComp.aspx>.

Let's keep our fingers crossed for good weather. We've had so many great flying days during the week lately!

Sausage Sizzle – Sunday November 23rd

It seems ages ago that I put our name down at Bunnings Wendouree for a sausage sizzle, but here it is only a month away. The year sure is slipping by.

This time it's on a Sunday (**November 23rd**) so that's a bit of an unknown in terms of turn over. Although whenever I've gone to Bunnings on a Sunday it seems to be just as busy as Saturday and the groups running the sausage sizzle also seem to be selling plenty.

As usual we'll need many "hands on deck" so put this event on your calendar as one not to miss.

We're committed to running the stall from 9.00AM to at least 4.00PM. This will require a turnover of members to spread the load. It gets pretty "full on" around midday.

I suppose it'll turn out to be a perfect flying day while we're selling snags!!!

Just had a thought (don't get many these days), why don't we make Saturday afternoon the "gazetted" flying day for that weekend.

Hamilton Fun Fly & Swap Meet – Nov 29th/30th

A number of BRMFC members are going down to Hamilton for their annual fun fly & swap meet. It's always been a great weekend. The Hamilton club has a great field and does an excellent job of hosting the weekend.

Some of us are staying at the Hamilton Lakeside Motel, 24 Ballarat Rd (Glenelg Hwy) Hamilton – phone (03) 5572-3757 for reservations. Our contingent usually goes down Friday afternoon so that we can casually meander out to the field on Saturday morning.

It's a weekend of relaxed flying, a chance to meet modelers from all over the state and usually some from SA as well. Many visitors take advantage of the facilities and camp at the field.

Hope to see you down there. Field directions can be found in the VMAA directory or on the VMAA web site.



Event Calendar

- October 22nd** BRMFC Meeting.
- October 26th** ARF Scale Event – BRMFC.
- November 16th OS Engines Day – P&DARCS.
- November 19th Lal Lal Wind Farm Panel Hearing - BRMFC presentation at 1:30PM
- November 23rd** Sausage Sizzle – Bunnings Wendouree.
- Nov 29th/30th Fun Fly & Swap Meet – Hamilton.
- Dec ?? BRMFC Xmas party. (Date to be set)
- Jan 31st/1st Feb 2009** APA Model Engine Trophy – Yendon.
- Mar 10-15th 2009 Avalon Airshow.
- Mar 15th 2009 BRMFC Bus to Avalon Airshow.
- April 5th 2009** BRMFC Annual Display Day.
- April 4th/5th 2009 Bowlyie Large Model Scale Rally.
- May 10th 2009 OS Engines Day – P&DARCS.
- April 12th-26th 2009 62nd MAAA National Champs – R/C events at Cootamundra.
- Dec 2009-Jan 2010 63rd MAAA National Champs – Albury/Wodonga.

That's all for now. Good flying.

G.W & R.C.