



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – January, 2004

Committee 2003/2004

<i>President</i>	Glenn White	<i>Returning Officer</i>	Rick Pimblott
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<i>Secretary</i>	Roger Carrigg	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Publicity Officer</i>	Graeme Allen	<i>Field Maintenance</i>	Max Rowan

The next meeting of BRMFC is to be held at Central Highlands Table Tennis Centre (corner of Howitt and Doveton Streets) on **Wednesday January 28th 2004** 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 afterwards.

Agenda Items for the next meeting

1. Committee for Open Day
2. Strategic Plan
3. Incorporate Life member Protocol into Constitution
4. Field Maintenance
5. Roy Gladman Round 1 – Novelty
6. APA – Model Engines Trophy

Points of interest from the last meeting

These were printed in the December 2003 newsletter. We do not have a meeting in December.



Christmas Breakup Dinner

The club's Christmas dinner was again held at the Crown hotel Buninyong and from all reports a good time was had by all. There were 28 of us and not one person took any photos. (This won't happen again because Glenn got a digital camera for Xmas). We had the wheelbarrow up on the stage and many more tickets were sold especially by Ray Clarke. The raffle was drawn by one of the hotel staff and the winner was Noel Finley. It was nice to see one of our members win. Roger has the monetary results of the raffle listed later in the newsletter.

I have had a couple of queries as to why we go to the Buninyong hotel and not somewhere closer to most members. The only reason we go there is that they give us a dinner for two to add to our open day raffle.



Field improvements

At Max's request, a few members went out to the field on Saturday 10th January and after 3 hours we now have a bull nose verandah over the servery window. This should also eliminate the problem that we have had with water getting in through the servery window.

Our next major concern is the poor state of the roof on the container. Noel has it in hand (Maybe if he didn't we would get it done much quicker).



Graeme using the post hole digger (pity he dug the hole in the wrong spot – needs to learn how to read tape measure)

Whilst this was going on Graham Waterhouse put time in on the mower and not only mowed the runways but also managed to get the mower through the thick grass in the centre triangle. So now there is no excuse for not landing on cut grass.

We also seem to have got rid of the rats that were getting into the shed. It was the barbecue that attracted them in the first place. Now that the BBQ has a cover it can be left outside.

If anyone smokes at the field (we are not supposed to) please be very careful now that the grass is very dry.



Graham W. on the new mower

While we are discussing the field please make sure that the gates to the compound are closed when the last person leaves. If they are left open there is a good chance that the sheep will get in and make a mess.



Christmas Raffle

The club made a healthy profit of \$574 from the Christmas raffle. It was drawn at the Christmas break up dinner held at the Buninyong Hotel at around 10.00PM by a hotel staff member. The winning ticket belonging to Noel Findlay. 744 tickets were sold and the club outlaid \$170 to purchase the prize contents. These raffles are extremely important events if we are going to keep our fees as low as possible.



VMAA News

The VMAA pointed out in the last VMAA newsletter that model aircraft must **always** give way to low flying full size Aircraft. There have been a few incidents lately.

The future of the shed at the State Flying field is still to be decided. The shed is in poor state of repair and must be either repaired or demolished. Both options are expensive and the outcome is still under discussion.

The VMAA has sent out a copy of the MAAA manual of procedures on CD to all clubs. CD option was much cheaper than printing. (We have received our club CD)

The VMAA has notified all clubs that members who are making financial gain from instructing must be recognized by the VMAA as a professional instructor. If such members are found to be making financial gain from instructing, they, and also the person they are instructing may not be covered by the MAAA insurance.



New Models seen at field

On Sunday 11th January Rob came out with his new electric powered Piper Cub. Model is small and probably can be flown indoors. Model is all foam and controlled by elevator, rudder and motor speed control. The first hand launch was a dismal failure but the second was a success. Model climbed out, gained height and flew very predictably and did not require any trim. Rob is going to replace the standard servos with minis to reduce the all up weight significantly.



Rob's electric powered Piper Cub

Although not new at field, Glenn brought out two of his models that he has modified. First of all the Bearcat has been fitted with an OS90 FS to replace the YS60FS. After some stuffing around (yeah it was stuffing around) we managed to get the motor running nicely and with this extra power the model flew with authority. And with a few more adjustments we might see it out there more often.

The other problem model has been the GAF Nomad powered by two Magnum Hornet 0.15 two strokes. We are experimenting with props to see if the take off performance can be improved (achieved). Graham Waterhouse had some 8x4 wooden props. These were fitted and the motors retuned. The difference was astonishing. Instead of the Nomad just crawling down the runway it actually picked up speed which was just sufficient to take off safely.



Glenn's Nomad – note the wooden props which actually enable it to take off.



Crash Report

As mentioned later on, I (Glenn) had a mishap with my Beagle during the Roy Gladman comp. Halfway through the second round and midway through the 360deg. descending circuit my motor stopped. As I had no time to deploy the flaps the model came in very hot and bounced on landing. No major damage was done and model is just about repaired. It looked a lot worse than it was.

Unfortunately Gordon had another fight with gravity and his new trainer came off second best. After a touch and go model didn't seem to respond to aileron input and just banked into the ground breaking the fuse in half. Model will be repaired and will soon be flying again.

Lawrence has the honor and glory of being the first crash for the new year. Lawrence's trainer crashed in the east paddock on the other side of Spreadeagle Road. His Boomerang got a little bit far away (and didn't come back) and Lawrence became disorientated and lost control.



Tips & Tricks

If anyone has any ideas that they would like to pass on to others please forward to the editors.



Events

Roy Gladman Rnd 3. Scale Dec. 14th 2003.

Finally we were able to complete the Roy Gladman competition for 2003. The weather was good with the exception of a slight crosswind.

There were seven starters; that's nearly twice as many as last year. There were no major incidents other than my Beagle that had a heavy dead stick landing pulling the motor completely out of the model.

It was nice to see Max flying his Jenny in competition as it is a bit of a handful. Thanks to the judges and young Matt for penciling. Also what would we do without Pam looking after the food?

You can check the scores that follow and see how you went in last years combined comp. Don't forget it all starts again very soon, the first round (fun fly) will be early next month so keep your eyes on the notice board out at the field.

All the scores for the year will be posted on the notice board at the field.

VFSAA Scale Rally at Werribee 18th January 2004.

Last Sunday (18th January) Glenn and I (Roger) made what is now our annual trip down to the Werribee club field to attend the VFSAA scale rally. On the way down we met up with Graeme A. on the Bacchus Marsh off ramp and then continued on in convoy to the Werribee field. The Werribee club field is in McGraths Road which is in the heart of suburbia compared to our field.

On arrival around 9:15AM we were a bit hungry. To rectify the situation Graeme went back into Werribee in search of a Maccas, while Glenn and I set up camp and assembled our aircraft. About 1/2 hour later Graeme returned with breakfast.

There was an excellent turn up with approximately 30 entrants and around 60 models, although not all aircraft flew, because there is a non flying category. Glenn had his GAF Nomad, Graeme A. had his Cessna 182 and I had my Cessna 182 and P39 Airacobra.

A fairly brisk southerly breeze was with us all day. Fortunately it is a good direction for the Werribee field.



Roger's P39 Airacobra powered by a Magnum 91FS

My first flight for the day was with the P39 and was quite uneventful – well that's how we like 'em! After landing the P39 and returning it to the pits Graham and June Waterhouse arrived. Then a few minutes later Rick arrived. It seemed like half our club was down there.



I think this model won the Civilian flying category. Not sure what it is but it was very nice.

Wally Schubach was the appointed CD for the day which as stated before was run as a scale rally. With rally events there are roving judges that observe and judge your flying unbeknown to you at the time. The judges also statically observe the models in the pits to eventually come up with the winner in each category. There are four categories: Military flying/non-flying and Civilian flying/non-flying.

Overall it was a fairly uneventful day with the exception of Andrew Smallridge from the P&DARCS club who was flying a mid sized scale aerobatic aircraft when it lost power down wind on the north side of the runways. I didn't see it come down but apparently it was going downwind and fairly fast. I saw Andrew walking off to retrieve it and didn't take any more notice until he came back to the pits wet through up to the waist. Andrew said that the aircraft hit the bank of the creek that runs through the paddock and slid down into the water. The only way to retrieve it was to wade in and it was a lot deeper than expected. Everything got wet, aircraft, motor, radio gear and Andrew.



Graham and June Waterhouse enjoying a fun moment with the bottle of sherry that Rick won in the raffle.

The Werribee club put on a magnificent lunch for the VFSAA visitors. \$2 for a hamburger with loads of side salad and plenty of variety was very much unexpected but appreciated. They surely have raised the bar in the on field catering stakes.



Uncle Graeme with the Cessna that might be sporting a new engine very shortly.

On the flying side Glenn had 3 successful flights with the Nomad, although the wind was getting quite strong in the afternoon making control difficult on the last flight. The Nomad performs quite well now with the wooden props that Graham W. managed to find, and considering that it is only powered by 2 Magnum 0.15's. Graeme A. had a couple of flights with the Cessna but still seems to be

having engine troubles. I think a new engine is in the wind. I had 2 flights with the P39 and one with the Cessna. Unfortunately I loosened the nose wheel spat on landing the Cessna which all and sundry enjoyed pointing out.

Rod Mitchell from the Keilor club had his magnificent Black Widow WWII twin which he flies very competently. Gary Sunderland had his SE5A and Noel Whitehead had the Winjeel. There were many other aircraft, too numerous to mention them all.

Trophies were awarded around 2:45PM. I cannot remember all the winners but Rod Mitchell won the Military flying category.

All in all a good day was had by all. Many thanks to the Werribee club for hosting the event.

Pictures are courtesy of Glenn using the new camera that he got from Santa.



Coming Events

Roy Gladman Rnd 1 Novelty

Date to be announced (Will be some time in February)

The events are:

- | | |
|---------------------------|-------------------------|
| a) 2 minute timed flight. | d) Carrier deck Landing |
| b) Climb and glide. | e) Spot Landings |
| c) Balloon burst | f) Bomb Drop |

APA Pattern Event – January 31st – February 1st

The Australian Pattern Association is scheduled to conduct the Model Engines trophy at our field over the two days of the weekend January 31st.

Field will be closed to general flying. We will need some helpers to run the canteen and assist with general duties.

Any members interested in pattern flying should make sure that you get out to the field. There is a Sportsman class that encourages novice aerobatic flyers to have a go. You don't need a pattern aerobatic model to compete. Any model capable of aerobatic flying will do.

NFG Glider Day at Mt Hollowback 21st February 2004

The Northern Flying Group has advised us that they are holding a glider day at Mt Hollowback. They have extended an invitation to our members who may be interested in attending.

BRMFC Annual Display 28th March 2004

Just a reminder that our annual display is to be held on **Sunday March 28th**. The event will be discussed at length at our meetings leading up to the event. Plenty of helpers will be required so please mark this event in ink on your calendar.



Event Calendar

Jan 31 st /Feb 1 st 2004	Pattern Aerobatics (BRMFC)
Feb 8 th 2004	Sporty 40 Aerobatics – Nepean (NMAA)

Feb 14th/15th 2004 Old Timer – 4th Leopold Annual Fly-In – WSC.
 Feb 21st2004 NFG visit to Mt Holloback.
 Feb 21st/22nd 2004 State Champs Scale – Shepparton.
 Feb 21st/22nd 2004 MAAA Council Conference – Broadmeadows.
 Feb 29th 2004 LEURA Fun Fly – Camperdown.
 Mar 6th/7th 2004 State Champs:Old Timer – Haddon, Ballarat
 Mar 14th 2004 MARCS Annual Fly In – Boundary Road.
 Mar 21st 2004 Annual Display - Keilor (KDMAS)
 Mar 21st 2004 Scale Rally Monty Tyrell Memorial - (P&DARCS)
 Mar 27th/28th 2004 Annual Display - Yendon (BRMFC)
 April 3rd/4th 2004 VMAA Trophy (P&DARCS)
 April 4th 2004 VFSAA Round 1 Keilor (KDMAS)
 April 11th 2004 Scale Rally – Carrum (PARCS)
 April 17th-24th 2004 57th Nationals - Busselton WA.
 April 23rd-25th 2004 WW2 & Military Scale - Wagga.(WMAC)
 April 25th/26th 2004 Fun Fly – Echuca Moama
 May 2nd 2004 VFSAA Fun Scale Rnd 2 - Ballarat

named Cargo (on the right) is for sale. It comes complete with everything just charge the batteries and off you go. The asking price is \$600.00. Contact Glenn White on 0412 641 188.



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

Just to add a little bit of variety to the newsletter we have included a photo of boats built by a Ballarat hobbyist. As you can see there have been a lot of hours put in. The one

Roy Gladman Perpetual Trophy - Scores Round 3 Scale 14/12/2003							
Contestant	Aircraft	Round 1	Round 2	Round 3	Static	Total	Remarks
Roger Carrigg	P39 Airacobra	950	1092	1116	250	2458	
Wayne Goodwin	Piper Cub	884	902	1004	230	2136	
Max Rowan	Curtiss Jenny	968	704	616	250	1922	
Rick Pimblott	Corsair	746	772	0	225	1743	Had to leave before R3 flown
Murray Johnson	SpaceWalker	714	460	636	165	1515	
Glenn White	Beagle Pup 100	950	356	0	205	1511	Engine Failure during R2 causing damage on landing
Peter Barnett	Decathlon	722	0	0	230	952	Damaged undercarriage on landing R1

Roy Gladman Perpetual Trophy - Final Scores 2003											
Contestant	March 10, 2003			October 4, 2003			December 14, 2003			% Total	Remarks
	Round 1			Round 2			Round 3				
	Score	Max. Points	% Points	Score	Max. Points	% Points	Score	Max. Points	% Points		
Roger Carrigg	222	340	65.3	1430	2880	49.7	2458	3230	76.1	63.7	Winner 2003
Max Rowan	195	340	57.4	1383	2880	48.0	1922	3230	59.5	55.0	
Glenn White	223	340	65.6	1412	2880	49.0	1511	3230	46.8	53.8	
Peter Barnett	160	340	47.1	1410	2880	49.0	952	3230	29.5	41.8	
Peter Evans	203	340	59.7	1416	2880	49.2		3230	0.0	36.3	Competed in Novelty and Aerobatics
Rick Pimblott	162	340	47.6		2880	0.0	1743	3230	54.0	33.9	Competed in Novelty and Scale
Wayne Goodwin	159	340	46.8		2880	0.0	1743	3230	54.0	33.6	Competed in Novelty and Scale
Murray Johnson		340	0.0		2880	0.0	1515	3230	46.9	15.6	Competed in Scale only
Nick Katsikaros		340	0.0	1333	2880	46.3		3230	0.0	15.4	Competed in Aerobatics only
Graeme Allen	149	340	43.8		2880	0.0		3230	0.0	14.6	Competed in Novelty only
Murray Anstis	148	340	43.5		2880	0.0		3230	0.0	14.5	Competed in Novelty only

CMPRO ARF Kits (There was a CMPRO Spitfire at Werribee – looked very nice Ed.)

Spitfire - 71” span, 91-120 4 stroke

\$500

P47 Thunder/Bolt - 71” span, 91-120 4 stroke

\$500

Remember Super Glue is still half price.



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