



# BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: [www.sehler.net/brmfc](http://www.sehler.net/brmfc)

Inc. No. A0001288M

## NEWSLETTER – May, 2003

### Committee 2002/2003

<i>President</i>	Glenn White (Acting)	<i>Returning Officer</i>	Rick Pimblott
<i>Vice President</i>	Glenn White	<i>Public Officer</i>	Roger Carrigg
<i>Treasurer</i>	Rick Pimblott	<i>Safety Officers</i>	Wayne Goodwin, Max Rowan
<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 May 28<sup>th</sup> 2003** 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. **Safety Items** – Flying Rules, First Aid, Fire Extinguishers
2. **Barbecue Facilities**
3. **Sausage Sizzles**
4. **Working Bee After Grading**
5. **Annual Display** – Set date for next year
6. **Roy Gladman Round 2** – Set date

### **Points of interest from the last meeting**

*Please note: Some of these items/events may have changed since the meeting.*

#### **1. Annual Display Post Mortem**

The president asked the meeting if there were any ideas for improving next year's event. After some discussion the following points were made. It was disappointing that we only had 8 pilots from other clubs, however on the upside it means that we can stage a reasonable event with our own resources.

- a) Promote as a two day event next year with entertainment on Saturday night in an effort to attract more pilots.
- b) Combat was well received by public. Need to encourage pilots to bring a combat model.
- c) Canteen requires a fire blanket.
- d) Need to look at barbecue situation. Cooking in hut is not practical. Need to upgrade current barbecue or build a permanent facility. Perhaps area between sheds for barbecue.
- e) Shelf required for microwave oven.
- f) Towel rails needed.
- g) Temporary shelf needed for the servery.

Tom Jobling made the point that we should send a letter to the Ballarat Courier thanking them for their coverage of our event. Tom volunteered to draft a letter and send off.

Graeme Allen asked whether we had sent off certificates of appreciation to the organizations that assisted our event. The Secretary advised that we have not at this stage and asked if Graeme would handle the matter.

#### **2. Runway Earth Works**

Peter Barnett advised the following.

Rang Midwest Earth Movers last Monday (21<sup>st</sup> April) to be told that Midwest is having an extended Easter break until next Monday (28<sup>th</sup> April). Hopefully we will see some action next week. Glenn White asked whether it can wait until after the scale competition on Sunday 4<sup>th</sup> May. The meeting thought that we should take advantage of the dry weather and get it done as soon as possible. (Footnote: Grading was done on Saturday 10<sup>th</sup> May)

#### **3. Cloth Badges**

The Secretary advised that we need to get more cloth badges made. Max Rowan volunteered to get a quote from Ballarat Embroidery who did the last batch.

#### **4. MAAA Frequency Directives**

The Secretary presented the MAAA frequency directives that have just been received from the VMAA. (Copies of the directives are at the field)

##### **a) 27 MHz Equipment Policy**

The MAAA supports the use of 27MHz equipment for electric powered aircraft weighing no more than 500g and having a power source of no more than 9 volts. The policy states that clubs should have the final say on approving the use of this equipment

**The meeting discussed the policy and decided to allow the use of 27 MHz equipment on a trial basis to be reviewed after a 12 month period.** A peg system must be put in place before the frequency can be used. There are 5 frequencies available.

##### **b) Frequency Directive Issue 5 - 2002**

The MAAA directive supports the use of 10 kHz spacing with many conditions. At this stage the club

does not intend to allow the use of 10 kHz keys (1" keys). With our relatively small membership we do not have the need for the extra frequencies operating simultaneously.

### c) Frequency Synthesized Equipment

The MAAA has a policy covering the use of frequency synthesized equipment. This equipment enables the user to switch frequency. The meeting agreed that we have no need at this stage for this type of transmitter given the problems that it might cause.



## VMAA News

*Some news items taken from the minutes of the last VMAA Executive meeting which are sent to all club secretaries.*

1. Election of Executive positions
  - a. The current President and Treasurer are not re-standing. These positions are two year terms.
  - b. All other committee members are willing to re-nominate.
2. The administration fees for **2003/2004** are as follows.
 

	MAAA	VMAA	Total
Seniors	\$27.50*	\$27	\$54.50*
Juniors	\$14.85*	\$15	\$29.85*
Pensioners	\$27.50*	\$20	\$47.50*

*\* Note: These figures **do not** include the public liability insurance component. The MAAA insurance portion will not be known until mid June. (Let's keep our fingers crossed)*

Club Secretaries will be advised as soon as the fees are known.
3. Ten heavy model permits have been approved during the last month.
4. As of now the VMAA has 2178 Senior members, 278 Junior members, 453 Pensioners and 10 Life members making a grand total of 2919. This represents an increase of 48 over the previous month. The members are spread throughout 69 clubs and Special Interest Groups (SIGS).
5. The VMAA is to shortly hold a general meeting at Wagga Wagga as part of a program to get out amongst the members. *We might see a meeting at Ballarat down the track.*



## New Models seen at field

We haven't heard of any this month. If you have had a new model out at the field please send the editors details and a photograph if possible.

Just on a slightly different note, it is good to see Len Astbury out at the field again. Everyone enjoys watching Len fly his extremely well built and rigged aircraft. Len's models are very light and fly extremely well without the need for whopping big engines.



## Crash Report

As noted in the Wagga report further on, Graeme crashed his large Stinson Reliant during the competition. We have had lots of crashes of late that have been due to structural and mechanical failure, but this time the culprit was Graeme himself. Whilst preparing to perform a low slow fly past Graeme inadvertently hit the snap roll switch instead of the flap switch. The Stinson did exactly as commanded and did a snap roll at very low altitude. Model weighed 26 pounds and Graeme was unable to recover control and pull out before it hit the hard ground. This is a lesson for everyone that the snap roll switch should be inhibited on this type of model.

On the 4<sup>th</sup> May during the VFSAA scale event Andrew Smallridge of P&DARCS crashed his 1/6 scale Spitfire. This crash was more serious than most because it involves a probable insurance claim. Whilst flying the second round of the competition it appears as though Andrew got into some difficulty because the model was behind the flight line. As he pulled in up elevator to turn tightly and bring it back on course, one wing folded and the aircraft spiraled out of control and crashed into the rear window and boot lit of the Graeme Godden's Commodore.



## Tips & Tricks

If anyone has something that they have to offer please pass it on to the editors. Sometimes we find that after doing something for years our own way that there is a better way of doing it.



## Events

### Wagga Military and WW2 Scale Event – 25<sup>th</sup>-27<sup>th</sup> April

This is the first year that members of our club have put this event on their calendar and after a successful debut it won't be the last time.



Rod Mitchell wheeling his P38 back to the Pits. The P38 was at our display.

Six of us made the 6 hour journey leaving early on the Friday morning of the Anzac long weekend. Rick, Pam, Graeme Allen, Wayne, Glenn and Roger went in convoy keeping in touch by mobile phone. We met Brian Johnson and Gary Sunderland along the way all pulling model trailers.



*The Ballarat contingent with the ill fated Stinson.*

The weather was perfect on the drive up there. We arrived shortly after lunch to find things well under way as this is a three day event. Friday was for registration, static judging and practice flights.



*Some scheming going on here!!!*

This is a huge event that attracted 58 entries and we were really impressed with the range and quality of models. There were better models there than at the last Nationals.

Roger entered his P39 Airacobra, Graeme his Stinson Reliant, and Rick his Kawasaki Tony Hein WW2 fighter.

Being the first time we had entered this event we were unsure how it was to be run. As it turned out the models were statically judged and three flying rounds with set maneuvers were flown over the following two days. Models were categorized into WW2 or military. Trophies were to be awarded for model gaining best static points, model with best flight score. The overall winner was the best WW2 with the highest combined static and flight score and the same applied to the military category. There was also a pilot's choice, but this had to be given to WW2 model only.

Some of the more unusual models were a smallish Junkers Ju52 Tri-motor with corrugated fuselage and wings. This

model was very stand offish because it only had one engine and pictures of Adolf and his cronies were stuck on the windows down the fuselage. Model did not fly very scale and we were very concerned at the enormous amount of aileron flutter. Pilot was unconcerned and said it used to be a lot worse until I fixed it. (An accident waiting to happen!)



*The models were lined up late on Sunday to give the public the chance to view the models up close. The rain clouds were gathering by then.*

Another unusual model was a four engine Russian bomber (Bear) flown by Roly Gorman from P&DARCS. We think it was powered by four .15 engines, model was severely underpowered and we were all amazed that it got off the ground. Unfortunately model was lost on its second flight while performing a figure eight.

Of the Ballarat entrants, Rick and Roger completed their three rounds without incident but unfortunately during Graeme's first round tragedy struck and the Stinson was destroyed. (See crash report) We were all very sorry to see the Stinson go in and our commiserations go out to Graeme.

The main winners were WW2 Brian Johnson with his Heinkel He 219 Owl night fighter. Pilot's choice was a large Curtis Corsair owned by Peter Gow of Custom Retracts. For military first place went to Ross Woodcock with his magnificent WW1 Ansaldo.

At \$25 to enter it is quite expensive but the Wagga club attracts a fair bit of sponsorship from the local business community and is able to hand out good prizes to nearly all entrants. They place all the prizes on a table and call out names (from a hat) and each entrant is able to pick a prize from the table. Naturally if you are called out first you have first pick and if called out last you get what is left.

On the social side we had a great time. For meals at night we went out to the clubs. Just a quick phone call to the club of choice to book the courtesy bus at one of the nominated times is all that is required. The meals are very cheap and the drinks quite reasonable. Glenn had a flutter on the pokies after tea, and Graeme was able to pursue his favorite pass time. The trip home on the bus also provided some entertainment. You get a cooks tour of Wagga Wagga and the opportunity to assist the bus driver disembarking incapacitated passengers.

In the mornings we treated ourselves to bacon and eggs cooked on the park barbecue.

Glenn, Wayne and Roger stayed the Sunday night and had a leisurely trip home on Monday after having a stroll along the main shopping centre. Wagga has a very well laid out shopping precinct that is very clean and tidy.

Can't wait for next year!

### VFSAA Scale Event – 4<sup>th</sup> May

Round 2 of the VFSAA sport scale event was held on Sunday 4<sup>th</sup> May at our field. The weather was kind to us although the breeze was a bit chilly in the morning. There were ten entries on the day with the usual bunch of contestants. Unfortunately Glenn had to pull out on the day before entries were taken due to a loose engine mount. Everyone enjoyed the day but unfortunately it was marred by the crash that hit a parked car during round two. (See crash report).



Noel Whitehead's Winjeel on take off.

Thanks to Max for running the canteen and also thanks to Graeme Waterhouse for being one of the judges.

Events such as this give all club members the opportunity to see some different aircraft.



Roger Carrigg's Cessna 182 performing a low slow fly past.

Wayne flew his Piper Cub into first place in the Secondary class and Roger got first place with his Cessna 182 in the Unlimited class. The placings are as follows. *Total* is the average of the best two rounds.

### Unlimited Class

Entrant	Aircraft	R1	R2	R3	Total
Roger Carrigg	Cessna 182	1247	1457	1411	1434
Noel Whitehead	Winjeel	1414	1346	-	1380
John Lamont	Spacewalker	1370	742	1264	1317
T. Grieger	Eindekker	1292	1226	1244	1268
Gary Sunderland	Bristol	1426	1060	1060	1243
Trevor Pugh	Tiger Moth	990	834	1398	1194
Andrew. Smallridge	Spitfire	430	-	-	215
Rob Dickson	Me 262	-	-	-	-

### Secondary Class

Entrant	Aircraft	R1	R2	R3	Total
Wayne Goodwin	Piper Cub	891	819	886	888.5
Graeme Godden	PC9	576	680	787	733.5

### Sport & Scale Fly-In – State Flying Field 25<sup>th</sup> May

Several of our members went to the State Flying Field last Sunday. There will be a full report next month (No time now).



### Earth Works

You will all be pleased to know (some more than others) that the large hump at the intersection of the runways has been leveled. The work was done on Saturday 10<sup>th</sup> May by Midwest Earthmovers who we must say have done an excellent job. We must thank Peter Barnett for organizing and supervising these works. As soon as we get some rain we will be seeding this area. Stop Press! Max Rowan spread some seed on Sunday 18<sup>th</sup> May. Now all we need is some rain and sunshine to get the grass growing.

This was money well spent (\$440) because it now allows take off and landing directly into wind for a much wider range of wind directions. The runways will still be defined because they foster much better pilot skills. Comments may still come from the pit area if you don't land on the defined runways.

Both existing runways are unaffected by these works.



### New Members

The club would like to welcome our latest member Steve Connor. Steve is an accomplished modeler and pilot and it didn't take him long to pick up the reigns after a short break from the hobby.



### Coming Events

#### Roy Gladman Round 2 - Aerobatics

This event has to be held sometime in June or early July. A date will be set at the coming meeting.



## Event Calendar

June 1 <sup>st</sup> 2003	Fun Fly – CHAMPS via Kyneton.	Aug 2 <sup>nd</sup> /3 <sup>rd</sup> 2003	Pattern Aerobatics – Cobram.
June 7 <sup>th</sup> /8 <sup>th</sup> 2003	Military & All-Sorts Fly-In – Horsham.	Sept 20 <sup>th</sup> /21 <sup>st</sup> 2003	Mammoth Scale – Shepparton.
	<b>Cancelled due to field condition!!!!</b>	Nov 22 <sup>nd</sup> /23 <sup>rd</sup> 2003	Official Opening of State Flying Field – Northern Flying Group (NFG).
June 7 <sup>th</sup> /8 <sup>th</sup> 2003	VFSAA Trophy – Shepparton.		
June 8 <sup>th</sup> 2003	Pattern Aerobatics at Nepean– NMAA.		
June 15 <sup>th</sup> 2003	Sporty Forty – MARCS.		
July 6 <sup>th</sup> 2003	F4C and Large Scale – MARCS.		

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



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