



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – August, 2006

Committee 2006/2007

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The next meeting of BRMFC is to be held out at the flying field on Wednesday August 23rd 2006 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. Break-in and Robbery
2. Sausage Sizzles – Fund raising
3. Field Maintenance
4. Membership Fees – 2006/7
5. ARF Sub-Committee update
6. Xmas party venue and date
7. Bus to Avalon 2007

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.

Prior to the ordinary meeting the AGM was held. The positions that became vacant have now been filled. As usual there was very little change, see the committee in the newsletter heading.

1. Break-in and Robbery

This is something rather unpleasant to report. The club facilities were broken into on Sunday or Monday evening 23rd or 24th July 2006 resulting in the theft of several major items.

We were notified by Geoff Fiskin (Landowner) on Tuesday evening after he was notified by one of his employees who noticed our buildings were open.

Max and Glenn went out on Tuesday around 7:30PM to survey the situation and secure the site. I (Roger) rang the police to report the offence and arranged for the Buninyong Police to come out on Wednesday night (meeting night) around 7.00PM to investigate which they did. I (Roger) also rang 3BA talk back radio around 10:30AM on Wednesday to let the community know what goes on.

Prior to starting the meetings we filled in the necessary police forms and showed the police officer what had taken place. He asked if we could find out the engine number of the Yardman mower to enable positive identification if it was recovered.

Items stolen were:

1. Yardman Ride on mower. This was bought second hand from Henderson Mowers on

- 23/10/2003 for \$1500. Henderson's advise that it has the number USR833 (Used Ride on #833) written on the underside of the hood. Value: \$1200.
2. Kirby ride on mower. Value: \$250.
3. 750W, 2 stroke generator – Diesel brand Value: \$100 (nearly new).
4. Small old hand mower – Value: \$50.
5. Ryobi Whipper Snipper – Value: \$170.
6. 200L drum (grey) of Shell Racing A Methanol (¾ full). Value: \$200.
7. Fuel siphon tube with 'jiggler pump'. Value: \$30.
8. Club trainer package consisting of: Aircraft which is about 60" wingspan High Wing, Black with pink trim, Tiger Shark 40 motor, Hitec Prism 7 Channel Radio Control set, 2 other Hitec Transmitters used as 'buddy boxes'. These 2 were stored in a solid wooden box with dimensions (HxDxW) around 220mm each. Value: \$450.
9. Several cases of soft drink. Value: \$50.
10. Repair damage caused by break in. Value: \$200.

Total Value: **\$2700**

The offenders cut the fence to the compound adjacent to the toilet block to gain entry (maybe they didn't see the gates). To gain entry to the container, it appears a hacksaw was used to cut through one of the levers that unlock the doors. At the time the lock box was not in use – whether that would have prevented entry or just slowed them down is open to conjecture. They stole the mowers, whipper snipper and fuel from the container. We may discover other missing items as time goes on.

They also gained entry to the kitchen area by cutting the pad bolt. Once inside they searched all the cupboards but fortunately did not vandalize the place. They stole the

small generator and club trainer from the kitchen area. Just so that we knew they were there they sprayed F... U C.... on the inside wall adjacent to the doorway with a can of pink line marker paint that was in one of the cupboards.

The garage was also breached by peeling back the paneling next to the roller door. It's uncertain whether they got in or just shined a torch around to have a look. There was nothing of value in the garage and it seems nothing was stolen.

The meeting then discussed the break in and what we need to do to try and prevent a reoccurrence. The major concern is the theft of the mower, which is an essential item and an expensive one to replace. Rob Beardall and Max Rowan had done some ground work, prior to the meeting to get some prices on a replacement mower. Rob went to Hendersons and found a Toro 18HP 42" cut, hydrostatic drive for \$4000 while Max looked at a Husqvarna at Torque Power. The Husqvarna was \$4100 and also 18HP, 42" cut and hydrostatic drive. The meeting agreed that we need to act fairly urgently. Rob also advised that to replace the stolen Yardman mower with a new one of the same type would be \$2650 – 16HP (was 14HP), 38" cut, manually gears. We have never been satisfied with the performance of our Yardman mower and the opportunity to get something that better suits our needs has presented itself.

The mower dealers recommend something like a Kubota for around \$6000+ but unfortunately that is getting out of our price range. Murray Ellis suggested something like an 'old grey Fergy' tractor with mower attachment – more difficult to steal being bigger. Problem is, where would we store it and we would still need a ride-on to do what the tractor can't do.

Glenn White moved a motion that we purchase a ride on mower up to the value of \$4100, seconded by Murri Anstis. A show of hands carried the motion.

Rob Beardall mentioned that the Go Kart Club he also belongs to have a mower locked in a shed under similar conditions to us and they have managed to get insurance for some \$80/year. It was agreed that we need to investigate insurance for the next mower. (Maybe we can get general insurance to cover all the site facilities.)

It was agreed that the new mower will be stored at Rob's place until security of the container has been upgraded.

It was also agreed that we need to replace the small generator – Max to pick up a new one for \$100.

We can wait a couple of weeks before replacing these items on the off chance that they are recovered by the Police.

Action: Rob Beardall and Max Rowan to evaluate and decide on replacement mower. (Done)

Action: Max Rowan to purchase new 750W generator.

Action: Rob Beardall to investigate insurance.

Action: Secretary to track down Yardman engine number from receipt or Henderson Mowers and pass on to Police. (Done)

2. Sausage Sizzles – Fund raising

Secretary advised the meeting that we have the necessary Council permits to run the two sausage sizzles planned for the year. The first one is at **Safeway Sebastopol** on Saturday **23rd September** and the second one is at **Bunnings** on Saturday **21st October**.

The President reinforced the fact that we will need helpers and given the unexpected expenses we now find ourselves faced with, these fund raisers have never been more important.

3. ARF Competition

A sub-committee meeting has been provisionally scheduled for **Wednesday 9th August** at Murri Anstis place starting at 7:30PM. Murri's address is 610 Sebastopol Street Ballarat. The ARF sub-committee members are: Glenn White, Nick Katsikaros, Rick Pimblott and Murri Anstis.

4. Field Maintenance

- Max Rowan is to procure another lock box for the container to beef up security. (Done)
- A Working Bee has been scheduled for the following Sunday (6th August) to fit the new heater in the shed. The flue on the current heater is about to disintegrate. (Done)
- Glenn pointed out that Len Astbury has been cleaning all the facilities recently. The floor in the shed had been washed and it looked much better. (Let's take this opportunity to ask all members to keep the place clean and tidy).

5. Membership Fees – 2006/7

The Secretary advised the meeting that as of now (26th July), we have 22 paid up members. The President pointed out that this Sunday (30th July) is the last Sunday members who have not paid can legally fly. (As of 19th August 2006 just about all members have renewed membership)

6. Roy Gladman Round 2 – Aerobatics

The aerobatics competition has been rescheduled for this Sunday 30th July. (Finally ran on 6th August – see report further on)



Field Maintenance

The hot topic of field maintenance is the theft of our mowers. As we know that there is very little prospect of us getting them back so it was approved at the last meeting to replace them as soon as possible. After checking the market and our finances it was narrowed down to two contenders these being a Husqvarna and a Toro, both were 18HP, 42" cut and hydrostatic drive with varying other features. We thought the best test would be to have them demonstrated out at the field, so we could evaluate how they cut the runways and surrounds. Those that were interested were out at the field on Saturday 6th August to see both mowers perform. After which it was unanimous that the Toro did the better cut. So as of now we are the proud owners of a Toro Wheel Horse, which will not be left at the field until we are satisfied with the new security upgrades on the container.

Max was hard at it on the Sunday afternoon of the competition day making the container more secure. I think we got a bit of a wakeup call having several valuable assets stolen; we will have to be more wary about what we leave at the field.



Max was hard at it on Sunday 6th August beefing up the container security.



Max was ably assisted by Peter Evans and it looks like overseen by Hugh.

We now have the heater that Ted Arnup donated installed in place of the old potbelly. The 4" flue on the potbelly stove was just about burnt out, so we had to either replace the flue or install the new heater, which had a larger diameter flue of which we had. Heater was installed on the day of the mower demonstrations Saturday 6th August and was given its first run the following day being the day of the aerobatics competition.



VMAA News

No news this month. Anyway you will have received your VMAA newsletter last week. Note that our ARF scale comp is prominently advertised in the newsletter. As club members, we must thank the guys that give up their time to take up the VMAA positions and work on our behalf.



New Models seen at field

Since last month Glenn got the balance right on the CAP232 and test flew it on Sunday 23rd July. The model didn't fly off the board (as A1 promised me it would after paying through the nose for it). Quite a lot of trim changes had to be made and after landing it was found that a lot of aileron trim was entered to compensate. On closer examination there is a twist in the rudder (the CAP has an enormous rudder) and there is also some misalignment between wing and fuselage when looking from the nose. Also might need some right thrust in the motor. Otherwise it's quite reasonable in the air.

On the same day we had visitors with a Boomerang that had been given to them and they were wondering if we would check it out and fly it for them. Model was quite well setup just required control throws to be adjusted and the engine run in. The main concern was the dry cell batteries in the flight pack and the charge that they contained. After setting up the model and running in the engine (OS40LA) we did a final range check and decided that it was safe for a short flight given that dry cells don't go flat quickly. After a final check of all controls, linkages and CofG model was fueled up for the test flight as it was obvious that they wanted to see it fly. Roger test flew the model and it behaved like every other Boomerang. Hopefully they may be prospective new members one day.



Crash Report

Russell seems to have taken over where Lawrence left off. He's giving us plenty of material for this column. On Sunday 23rd July whilst flying his recently debuted Extra 300 (see new at field last month) the model unexplainably went out of control. Russell seemed to think at the time something parted company in the control system rendering the model unflyable. Well you can imagine the rest of it the model went into gyrations at full speed and impacted with the ground somewhere out near where the water tank used to be destroying the aircraft. Bad luck Russell, but we're sure you'll have something to replace it shortly.

On the same day Bill Ninness had a mild mishap with his Boomerang trainer soon after take off. Glenn suspects that something may have been wrong with the model, as it wasn't checked after a very heavy landing on the previous flight. Just after take off the Boomerang veered viscusly to the left and before Glenn could get the Tx off Bill the Boomerang was on its back heading into the ground. Miraculously there was very little damage and Bill had it repaired and flying the following weekend.

During the pattern competition Russell had the misfortune to loose his Discovery Trainer. During the first round while attempting the Cuban eight he got disorientated and as the model came over the second loop he was too close in and got disorientated and lost control. If there was such a thing as 10 for a crash Russell would have got it because it was right in front of the judges smack in the middle of the runway. Russell doesn't do anything by half, model was completely demolished and we had to fill the hole in

to prevent other models falling in. Don't give up Russell at least you competed.



There wasn't much left of the Discovery Trainer after coming to grief in the middle of the runway, Russell did the right thing by sacrificing the model to ensure the safety of all participants that were out on the flight line.



Bronze Wings

The latest member to achieve the Bronze Wings rating was Matt Beardall. The President presented Matt with his wings and certificate on the day of the aerobatics competition (6th August).



Matt Beardall is receiving his Bronze Wings ratings from the President Glenn White.

Matt flew exceptionally well in the competition and if he keeps practicing it won't be long before he is putting us all to shame.



Lessons Learnt — by Gordon Hicks

There's nothing like the rush of emotions when you buy a new model. The anticipation, anxiety, apprehension and even buyers remorse (*we certainly get buyers remorse – ed.*) all contribute to the adrenaline that runs through our veins when we first open the box and peruse the contents.

In my case it's an ARF Warhawk that got me all sweaty and pumped. Up till now I've only assembled ARF trainers and one sport scale RV-4. I was up for more of a challenge, which is why I chose the Warhawk and I partly based my final decision on the manufacturer's good reputation. When the box was opened later that night I certainly wasn't disappointed. Indeed a few of us from the club looked and admired the attention to detail the model exhibited.

That was many months ago now and with the workload I was under I didn't get much opportunity to even give the model a second glance. Then came my accident and my hobbies became a mere distant thought. Now however I have to admit that the Warhawk has become somewhat of a therapy exercise. The box had remained unopened for much of the three months or more following the purchase and my thoughts were constantly on the model whilst I recovered in hospital.

Finally the day came after I was "released" from hospital where I was feeling up to starting on the model, however my strength and dexterity were not very good. Luckily for me Glen & Roger were both eager to see me get the model going and so, with their assistance and guidance the Warhawk took shape. Lucky because even though the landing gear mount looked a bit lightly built, I wouldn't have questioned the integrity of the mount owing to the manufacturer's reputation.



The CM Pro kits are certainly very well finished off and come with a lot of scale detail as you can see by this shot of the kit components.

I know we all at one time or another get a little blasé about our models, specifically ARF's because all the hard work has been done and there is an assumption that it's all done well. This assumption is where it all goes wrong. It's important to point out that the manufacturer is not to blame for the model falling out of the sky in multiple pieces because it's your responsibility to ensure that the model is airworthy. In other words the buck stops with you, even if the manufacturer is guilty of not gluing a joint or pinning a hinge.

The model is FINISHED by you.

I might also point out that the type of flying and conditions that the manufacturer envisages the model will encounter may be very different to your expectations. This was the case with my Warhawk for it was obvious from the very start that the mounts in the wing for the landing gear would not last one landing on our strip. Had the model been built strictly to the instructions the mountings would not have allowed any spring of the undercarriage resulting in failure of the legs or the wing structure that the mounts glued to. This model was intended to be flown by someone with a little more skill and finesse than me and flown from a well-prepared smooth strip such as bitumen or concrete.



The photo inset, shows how the landing gear was designed to be fitted and was clearly unsatisfactory. The redesigned landing gear shown will use a more conventional landing gear block and long torsion bar.

With my flying capabilities and the type of airfields I'd be flying at, both Roger & Glenn came up with great ideas on how to combat this problem and with their guidance and skills at hand we have altered the wing to accept a different type of landing gear.

I'm aware of the reputation that some of us have of ARF's and although earlier on it may have been well founded, the present standards of product are quite high, but like most industries, it's us (the consumers) that sway manufacturers into providing products. It's also us (the consumers) that influence the standards of quality and availability of these products. By choosing the more inferior products based solely on cost, manufacturers are more likely to produce more of the cheaper & nastier product or find ways of getting the costs down. An example of this is the amount of glue or the type or quantities of materials used. The manufacturer has to make a decision on what type of

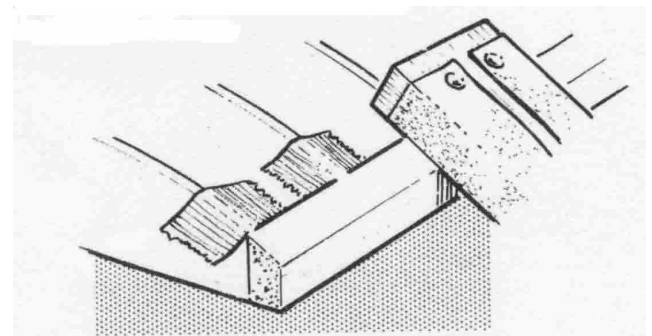
flying the model is going to encounter, therefore a trainer will be strong and simple in design with well glued joints and strong undercarriage. A scale model will be built for the flyer that is well skilled and for "Tame" conditions. Accordingly the building instructions also assume that you have had plenty of practice at assembling models. In my case a few physic powers wouldn't have gone astray.

For all of the "who ha" involved in building this model it certainly has been entertaining and I can't wait to get it finished to see if it flies as well as it looks!

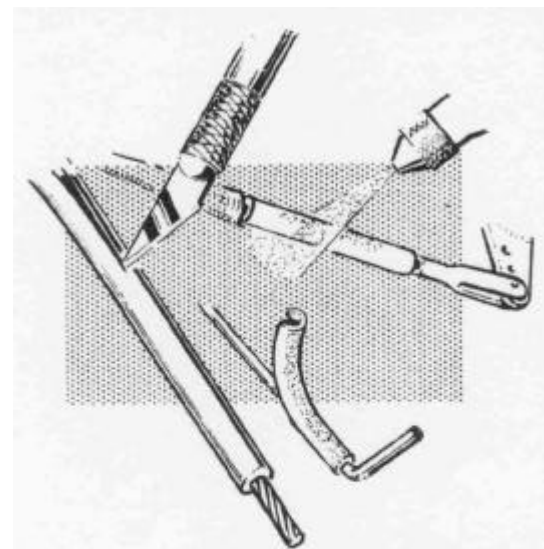


Tips & Tricks

These tips were found in old editions of Model Airplane News and might be of some interest.



Pieces of masking tape on ribs at the leading and trailing edges will protect the ribs from damage and accidental sanding while shaping leading and trailing edge spars. Carl Schueler, Toronto, Canada.



Save a few lengths of insulation split from electrical wire. Slipped over pushrods, landing gear wires, etc., it is an easy-to-remove mask for paint spraying. Much easier to remove from wire than tape. Carl Schueler, Toronto, Canada.



Events

Roy Gladman Round 2 – Aerobatics

On Sunday August 6th at short notice we held the Roy Gladman round 2 aerobatics competition.



Matt Beardall was 'first cab off the rank' and is being called through the manoeuvres by Dad (Rob). As you can see, the field has certainly greened up over the last couple of months and looks picture perfect.

On the Saturday, Sunday's weather forecast was looking good so at the last minute it was decided to run the event. After a few emails and a few phone calls we had seven entries.



Utter concentration by Peter Evans as he puts the Tucano through its paces.

The weather wasn't as good as expected, very overcast (although the photo above belies that) and on and off drizzle. The only good thing was that the wind was very light. We got underway by 10.00AM and managed to fly three rounds. It was nice to see three new faces competing in this comp for the first time, these being Russell Aggett, Rob and Matthew Beardall.

Russell didn't have a good day (see crash report) all the others managed three rounds.

We had a break between rounds to allow for general flying and a bite to eat. All in all we had a good day the results are as follows. Actually the break in between rounds was a good idea because it lets those that come out for a Sunday fly have a go.

We must thank the judges; Murri Anstis, Bill Ninness, Graham Waterhouse and Hugh McCormick for penciling. Also many thanks to Rick and Pam for organizing the catering as they usually do.



The keen eye of the judges can be seen casting a critical look at the ~~victim~~ contestant.

Presentations will be at the next meeting.

We didn't get to add up the scores on the day so it was a mystery as to what the results were. In future I must remember to bring out the laptop so that the scores can be entered directly into the spreadsheet, which tallies up the scores.

After tallying up the scores after the event the final placings were:

1 st	Roger Carrigg	CAP 231	1689
2 nd	Matt Beardall	VMAR Escape	1665
3 rd	Peter Evans	Tucano	1591
4 th	Glenn White	(Pattern Ship)	1572
5 th	Rob Beardall	VMAR Escape	1474
6 th	Max Rowan	Swallow	1015
7 th	Russell Aggett	Discovery Trainer	319



Coming Events

Shepparton Mammoth Scale 2006 – Sept 16th/17th

This event is not that far off now. It would be advisable for any members wishing to spend the weekend to book now.

At this stage several of us have already booked in at the Wyndamere Motel. Anyone wanting information please contact Roger.

Sausage Sizzle – September 23rd

We have a sausage sizzle scheduled for Saturday September 24th outside Safeway Sebastopol. If you can lend a hand it would be much appreciated. Due to renovations at the store the location does not appear to be as good as it was in the past. I guess we'll see how it works out and make a decision whether to use the venue in the future. Remember we also have another one at Bunnings on Saturday October 21st, which should work out well given that Bunnings now supply most of the equipment.

ARF Scale Event – October 22nd

Let’s make this a memorable competition. We all know that there are heaps of ARF scale models out there and plenty of pilots who like to ‘strut their stuff’ in front of the judges. If you are one of them, then put this event on your calendar as a ‘must enter’.

Roj’s Hobbies is also putting up some pretty good prizes as an added incentive.

We will be running Novice (if numbers permit) and Sportsman class. Winner of novice will receive a 12volt Starter and glow plugs while winner of sportsman will be presented with an OS FS 120 E motor.

As usual there will be excellent cuisine from the canteen at very reasonable prices so you don’t have to worry about packing your picnic lunch.

It’s also a good chance to get to meet other modelers with similar interests.



Event Calendar

- August 27th VFSAA Scale Rnd 5 – State Field.
- Sept 10th VFSAA Rally – Bacchus Marsh.
- Sep 16th/17th 2006 Mammoth Scale – Shepparton.
- Sept 23rd Sausage Sizzle – Safeway Sebastopol.
- Oct 2nd Auction at MACS – Sunbury.
- Oct 8th VFSAA Rally – Lilydale.
- Oct 21st Sausage Sizzle – Bunnings Wendouere.
- Oct 22nd ARF Scale Event – Yendon.
- Oct 29th OS Engines 70th Anniversary Fly-In at Pakenham – P&DARCS.
- Oct 29th Annual Display – Bendigo.
- Nov 11th/12th VFSAA Rally, Round 6 – Albury.
- Nov 25th/26th Hamilton Display and Swap meet.
- Dec 29th 2006 to Jan 6th 2007 60th MAAA Nationals – Albury.
- Mar 23rd-25th 2007 Avalon Airshow.
- Apr 1st 2007 BRMFC Annual Display – Yendon

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

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Cessna 195 Byron Kit – Wings and tail partly built. \$550

Cessna 195
22.5% SCALE

SPECIFICATIONS

Wingspan	24 inches	Wing Area	1.75 sq ft
Length	14 inches	Weight	1.5 lbs
Motor	OS FS 120 E	Motor	30 lbs thrust
Motor	OS FS 120 E	Motor	30 lbs thrust
Motor	OS FS 120 E	Motor	30 lbs thrust

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