



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – January, 2006

Committee 2005/2006

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The next meeting of BRMFC is to be held out at the flying field on Wednesday January 25th 2006 commencing at 7.30PM. Weather permitting we propose to have a BBQ tea and a fly before the meeting. Please come along and support your club and be part of the decision making process. Don't forget to bring a plate for supper. (See further note at end of newsletter.)

Agenda Items for the next meeting

1. Field Maintenance
2. ARF Scale Event
3. Constitution Amendments
4. Open Day 2006 Sub Committee
5. Nationals 2007 Submission
6. Roy Gladman Round 1

Presidents Report

It is the last day of the year and the thermometer outside the back door says that it is just under 40° C. It's too hot to be outside when you are fortunate enough to have an air-conditioned house. I don't have an air-conditioner in the workshop so I'll spend the afternoon working on this newsletter. As 2005 draws to a close I suppose its time to make plans for the New Year. On the hole the club didn't have too bad a year financially. The membership has stayed steady, the raffles and the sausage sizzles all went well; our major disappointment was the Club's open day. There is nothing we can do about the weather, lets hope that April 2nd is more favorable to us. We only have three months to get our act together if we want to but on a good display day, now is the time to start planning. Over the last two years we have learnt that you cannot bank on guest pilots saving the day if the weather is against us. This is not a bad reflection on them, we shouldn't expect them to risk their show models. As a club we need more of our own members to front up with their "everyday" models. They don't have to be anything special just something that will handle a bit of wind, the general public don't care they are happy just to see something in the air. If we are fortunate and it turns out to be a perfect day there would be no shortage of models in the air that's when we can sit back and relax.

It was only a couple of weeks ago that we were having trouble keeping the grass down but now the field is like a dust bowl. The runways are not too bad with the exception of the sheep sh*#!, if this becomes a problem there is a rake in the club house (there has been a suggestion that we make something up that can be dragged behind a car to break it up).

Don't forget that the field will be closed to general flying on the last weekend of Jan for the A.P.P.(Pattern)

I would like to take this opportunity to welcome our latest member David Howe. David is an accomplished pilot as some of you can attest to after seeing him fly his electric powered Su 27. I am sure that you will all make him very welcome. Introduce yourself to David when you see him out at the field.

All the best for the New Year,
Glenn.



Points of interest from the last meeting

Most of this was in the last newsletter (December 2005) and is included as a refresher: Some events may have been and gone or details may have changed.

1. Field Maintenance

Max Rowan reported the following:

- a) BBQ area is well under way
- b) Lights and power points in kitchen should be fixed shortly now that Rob Beardall is back in town.
- c) We have two empty 9kg gas cylinders – Max to get filled.
- d) Max has volunteered to make 6 model restrainers that can be pushed into ground when/where required.
- e) After some discussion on the cost of running the 8kVA generator it was voted that we would

purchase a 750kVA 2 stroke unit to be used when only lighting is required. (2 Stroke generator has been purchased and works well)

2. Constitution Amendments

Not done yet – Held over until next meeting.

3. New Flyer to Promote Club/Hobby

Gordon Hicks advised that he needs a hand to get this into shape. Glenn White offered to collaborate with Gordon in an effort to design a flyer that will market our club/hobby.

Murri Anstis stated that the Air Cadets are interested in coming out to field and that we can expect to be contacted soon.

Action: Gordon and Glenn to work on new flyer.

4. ARF Scale Event

Held over until next meeting – Should it be incorporated into VFSAA events?

5. Open Day 2006

The date for next years display has been set for Sunday April 2nd. Hugh advised that the tent used for the pound is torn. It was suggested that we could look at a gazebo style structure like the one at the Geelong club field.

It was decided that a sub-committee would be formed at the next meeting (January 2006)

6. Nationals 2007 Submission

The club is pondering whether to put in an expression of interest to host the 2007 Nationals (BRMFC hosted 1996 Nationals). Ballarat Aero Modelers have indicated that they are interested however the Golden Plains Club has declined due to issues with a noise complaint at their new field.

It was decided to resubmit the proposal sent in 2000 for the 2002 Nationals.

Action: Secretary to submit expression of interest to host 2007 Nationals in Ballarat. (This did not proceed due problems with other club field)

7. Roy Gladman Round 3

Sunday 4th December has been scheduled for the round 3 scale event. Backup date is Sunday 18th December.

8. VFSAA Event at Yendon April 30th 2006

Request from VFSAA Secretary to hold event at our field on 30th April 2006 was put to the meeting. Meeting agreed that holding the event on that date was acceptable.

Action: Secretary to confirm decision with VFSAA Secretary.



New Member

We gained a new on Sunday 8th January. David Howe was formerly a member of the Port Morseby Model Club for 6 years and prior to that a member of the Doncaster Club for

2 years. David and his family recently moved to Ballarat and he has been anxious to get back into aeromodelling. On behalf of the club, I (Roger) would like to welcome David into BRMFC and wish him every success in his aeromodelling endeavors.



Xmas Raffle

The annual Xmas raffle got underway just in time for the ARF Scale event out at our field on Sunday October 30th. The next major selling event was the Lake Goldsmith Steam Rally that we attended on the following Sunday October 30th. We didn't sell very many tickets there, I suppose partly because we never had the prize with us. (In fact we didn't have the prize at all!).

Once we got the prize organized which was the 1st week in December, Malcolm suggested that we display it in their shop (*Stitch On Curtis* in little Bridge St). Well that turned out to be a very successful idea because they managed to sell 25 books of tickets in about 10 business days. I think we know where the next raffle prize will be displayed.



Our stall at Stockland Wendouree. It's early in the morning and not a customer in site – sometimes it takes a while to kick off. (L. to R.) Graham Waterhouse, Nick Katsikaros and Rick Pimblott.



Graham and Glenn still waiting for customers. I think they must be scaring them away. We need some sexy helpers – Unfortunately I was busy with the camera!

We always book a site at Stockland Wendouree to sell a few books and promote our hobby to the general public. Unfortunately on that day (Saturday December 10th) we were not as successful as in the past due mainly to the competition from two other groups also selling raffle tickets for Xmas prizes.

As is customary a book of 10 tickets was included with the November 2005 newsletter sent out to all members. On behalf of the club we must thank those members who supported the raffle by selling their allotted book and a special mention to those members who sold more than one book. Whether we like it or not the club depends upon these fund raisers otherwise we simply would not have the facilities that we currently enjoy.



Graham Waterhouse with the box of tickets and the barman (Steve I think) drawing the winning ticket.

The raffle was drawn on Friday December 16th 2005 at the Bell Tower during our Xmas Party. It's quite a job on the night making sure all ticket butts are returned and then screwing up the tickets and putting in box for the draw. A bit of delegation never goes astray! Finally at around 10:15PM the bar tender was asked to draw the winning ticket. And the winner was Lawrence Fisher with ticket number 0347.

The financial results will be presented at the next meeting suffice to say that it was worthwhile.



Annual Display Day 2nd April 2006

A reminder to all members that the club will need pilots who have models that are capable of being flown during a display. Serviceable models are needed ie. One's that don't break an undercarriage leg just because it landed a bit hard. As a club we need to be able to put on a show without outside help. We appreciate and encourage visiting pilots to help us out but we also need to be self sufficient.

This will be discussed at the next meeting so if you have any thoughts please come forward. The display requires all members to assist in some way which gives us an opportunity to showcase our sport/hobby to the general public.

The display permit application has been sent off to the VMAA Secretary and we have applied for and received Ballarat City Council approval to display our advertising banners at various sites around town for the two weeks leading up to the vent.



VMAA News

10kHz testing station – VMAA has checked Glenn Block's test equipment and will recommend to the MAAA that his application to become a 10kHz testing station be approved.

MAAA Council Conference Darwin 27/28 May 2006 – The VMAA is entitled to send 3 delegates to the conference normally President, Vice President and Secretary. MAAA covers the cost of two, leaving the VMAA to pay for third person around \$800. VMAA past president may also be invited depending upon the agenda.

2007 Nationals – There was interest from the VRF (Valley Radio Fliers Shepparton), the WMAA (Wimmera Model Aircraft Association) and the TCMAC (Twin Cities Model Aircraft Club Albury/Wodonga) to host the 2007 Nationals on behalf of the VMAA for the MAAA. The VRF offered the use of their field if it was required and the WMAA subsequently declined to submit an application. Being that as it may the VMAA has therefore accepted the offer from TCMAC to host the 2007 Nationals.



New Models seen at field

The first time we saw Nick's new Hawk was on Sunday morning 8th January 2006. Nick has been kind enough to email some info on the model so here it is straight from the horse's mouth so to speak with a little editing.

My new model is a semi-scale BAe Hawk in Red Arrows paint scheme. It has a 50" (1280mm) wingspan, weighs 4lb (1.8kg) and was built from a repaired fiberglass fuse/tail and basic plans. (\$5 at an auction long, long ago.)



Nick's new semi scale BAe Hawk in Red Arrows livery. Flies very fast with MDS 48 motor.

I used home cut foam wing cores with symmetrical airfoil. They were then balsa skinned, tissue and doped. Paint used was cheap auto enamel spray cans and unfortunately it is not fuel proof.

Power comes from an MDS 48 engine, with standard muffler, 10x7 propellor and lots of revs.

The Hawk flew fast and smooth, although a little nose heavy. Test flight was on Saturday 7th January was uneventful (*that's the way we like'm. Ed.*) other than nerves and a very rich engine. 2 clicks right aileron, and all the up trim I could get.

I had three good flights on Sunday 8th January; thanks to Max for leaning out the engine properly.

Also thanks to Hugh for the loan of the incidence meter and to Rick for picking up the spinner.

If I get back before the newsletter comes out I'll see who supplied the plans and fuz. I think it was a backyard operator but it may be on the plans.

Cheers from sunny Alaska, (winter paradise, -35^C in the sun!) Nick Katsikaros. (*Many thanks for the info Ed*)

The second new model that we spied out at the field on Sunday 8th January was Rick's Corsair. Rick loves those Corsairs – I think it's the bent wings or something's bent anyway.

This model is an ARF by CM Pro and is the 50 size version of the Corsair. Fuselage is fiberglass while the wing is built up and has a span of 1480mm. Power comes from an OS FS61.

Apparently Rick tried to test fly the model during the preceding week but the mechanism in one of the retract legs broke while taxiing. Rick replaced that particular leg with a different brand so it could be test flown.



Rick's CM Pro 50 size Corsair powered by an OS FS61. Notice how dry the grass is just three weeks after the picture of Nathan Aggett was taken.

Len Astbury test flew the Corsair, which from a spectator point of view appeared to be quite uneventful (it's always more eventful when you have the Tx). Len flew it around for several minutes then decided it was time to land, however on the landing the other of the original retract legs broke the internal mechanism.

Len did run off the end of the runway into the longer grass but you wouldn't have expected there to be any damage this has to be a design problem. Other than the retract problem the Corsair looked the part in the air and handled well.

I'm (Roger) going to get up on my soap box now. I'd consider these retract assemblies to be well designed if they had a replaceable component that breaks under excessive load. This part would be readily available not excessively expensive so that you could have several spares. Having a weak point that prevents the retract assembly from being torn out of the structure is a very desirable feature. But unfortunately it seems that most of this equipment is basically unrepairable – all part of the throw away world which has to stop.

Father and son team Russell and Nathan Aggett have proved to be active members since getting back into the hobby and have had numerous new models over the last couple of months. The photo below of Nathan and one of their high wing trainers was taken on Sunday 18th December 2005. (the day the Roy Gladman Scale event was held)



Nathan Aggett with one of their trainers on 18th December.



Crash Report

I suppose I had Better start with myself (Glenn), I didn't have a good year last year so I am looking forward to better times in 2006. After trying to improve the handling of my A.R.F. CM Pro 72" Spitfire I gave it a fly on our visit to Hamilton. It took off okay, I managed a couple of circuits with no problems but as soon as I put the Spitfire on its back the fun started. On previous flights I found that the model would not hold inverted flight. We (that is me and all the other wankers at the field) assumed that the pushrods, wire and clevises to the elevator were not strong enough. I up graded them all but to no avail, the Spitty was no different, as soon as it went inverted it started to fall out of the sky in a porpoising dive. On seeing this, the model was righted and a landing was attempted. On the first attempt the idle was a little too high as I was running out of runway I decided to do a go around. The next attempt was looking better with the idle down a little the Spitty

turned onto finals and started its decent all went well until it got to about two meters from the ground then for no reason it ballooned up. My immediate reaction was to hit the throttle, nothing happened! The model had enough speed to crawl over the top of a loop and as luck would have it on the way down (three meters from the ground) the motor finally went to full power and with full up elevator it pulled out the bottom with millimeters to spare. This got a few cheers from the spectators all be it short lived as I never gained much height and just tried to get it down ASAP in the end it nosed in very heavily causing major damage to the wing and engine cowl. Damage to the fuselage minor, we think this was due to the cushioning effect of the expensive aluminium and borrowed spinner. Owner (A1) doesn't want it back!

Back in to pits the wreckage was examined and it was found that the wiring from the battery pack was faulty.

Moral to the story, **DON'T USE OLD BATTERY PACKS.**

On the same day (at Hamilton) Max was unfortunate to crash his Curtis Jenny. It was getting late in the afternoon and it got down to "just one more fly before I pack up" the wind was getting up and it was slightly across the runway. A sudden gust caught Max out just as he was about to touch down and the Jenny flipped over onto its back. Being such a large and heavy model it didn't take kindly to such a dumping quite a lot of damage was done. I am sure that we will see back in the air in the not to distant future.

Rick and the Roy Gladman competitions do not seem to mix. It seems that every time Rick enters (and these are Rick's words) that he has an unfortunate mishap. At the last scale comp Rick was doing a warm up flight before the comp with the RV4 and while pulling out of the bottom of a loop the RV4 went out of control. What caused it we can't be sure, but Rick suspects that the elevator linkage failed. Sadly the RV4 was a right off.



Tips & Tricks

When you buy equipment such as Rx batteries write the date of purchase so you will know how old they are. I put stickers on all my R/C equipment with purchase date, also a number which I record where it came from, how much etc. As you collect a lot of servos, Rx's, batteries etc you very quickly lose track of their details.



Events

Hamilton Fun Fly and Swap Meet – 26th/27th November

It seems a long time ago now, but the last trip away for the year was to the Hamilton Fun Fly and Swap meet on the weekend of November 26th/27th. As usual a sizeable contingency went from Ballarat. Members who made the trip were Rick & Pam, Graeme Allen (A1), Graham and June Waterhouse, Murri Anstis, Wayne and Karen, Max Rowan, Gordon Hicks, Glenn and Roger. With the

exception of the two crashes (see crash report) we all had a great weekend. Rick was the only one of us to come away with a trophy – that was for the Stuka.

The weather was good both days and Murri had a field day selling most of the trailer load of stuff in the swap tent. Glenn picked up a good band Ryobi saw for \$20.

Xmas Party – Friday 16th December 2005

We held the Xmas party at the Bell Tower Inn on Friday evening December 16th and was attended by about 25 members and families. We had a very pleasant evening, the food was enjoyable and quite reasonably priced. The highlight of the evening was the drawing of the raffle which took place just after 10.00PM and was won by Lawrence Fisher. (See raffle details elsewhere in newsletter)



From L to R Pam & Rick Pimblott, Veronika & Malcolm Miles, Murri and Jenny – early in the evening.

We had a paper glider competition which was organized by the master of ceremonies. After quite a lot of cheating Wayne was declared the winner and was presented with a bottle of champagne courtesy of the Bell Tower.



Nicks in the Xmas spirit (well some sort of spirits!). This shot was taken moments before Rick's chair collapsed.

On arrival Rick realized that he had forgotten his raffle tickets and had to go all the way back to Beaufort to get them. It just wasn't Rick's night because later on after we had finished eating Rick's chair collapsed under him and

down he went. Unfortunately I (Roger) missed getting a photo and he wouldn't do again for the camera.

In recognition of the amazing number of raffle books (25 books) sold by Veronica and Malcolm Miles at there shop (Stitch on Curtis) they were presented with a box of chocolates from the club.

I think everyone enjoyed themselves, its always nice to get out for a meal with a few friends.



The Rowans, the Whites and the Evans' enjoying the Bell Tower cuisine.



In the foreground is Nick (with the hat) and family, with Rick & Pam and Gordon Hicks.



Here we have Murri and Jenny and Hugh on the right. That beer looks tasty!

Roy Gladman Round 3. Scale. – 18th December 2005

Originally scheduled for December 4th but postponed due to weather and insufficient entries. December 1st was also out can't remember why, maybe not organized in time. Anyway we got the comp under way with potentially five entrants but luck wasn't on Rick's side, because he put the RV4 in while doing a trim flight before the event. (See crash report).

Max Rowan flew his trusty Spitfire, Peter Evans entered the Strega International P51 Reno Racer (a veteran of the ARF scale comp), Glenn White also flew an old Spitfire (believed to be a relative of Max's Spitty) and Roger Carrigg flew the faithful old Cessna 182. Prior to the flying getting under way Graham Waterhouse did the static judging.

The weather was a little blustery but quite manageable and we managed to fly two rounds with an intervening BBQ lunch.



Glenn making last minute adjustments to the old Spitty. Max's is in the background – Don't they look alike, told ya they're related! The Spittys that is.

From memory the flying was all pretty uneventful, which is the way we pilots like it.



Don't the judges look comfortable! From L to R we have Lawrence Fisher, Graham Waterhouse and Rick Pimblott deep in thought. Was that a 0 or a 10!

Much appreciation to Pam Pimblott for organizing and cooking the BBQ lunch.

Results were:

Roger Carrigg	Cessna 182	2137
Glenn White	Spitfire	1783
Max Rowan	Spitfire	1753
Peter Evans	P51 Reno Racer	1725



Coming Events

APA Weekend. – 28th/29th January 2006

We will be hosting the Australian Pattern Association at our field over the weekend of 28th/29th January 2006.

Members are encouraged to participate in this event as there is a Sportsman category for aerobatic beginners. Any model with a bit of vertical performance is capable of handling the sportsman schedule (Like Roy Gladman R2 aerobatic event)

As usual Rick and Pam will have the canteen running to provide hot food and refreshments. Breakfast on Sunday morning will also be provided.

Don't forget that the flying field will be closed for general flying on Saturday and Sunday

As this competition is open to all members of the M.A.A.A. it would be nice to see one or two of our members have a go. The schedule that is flown is very similar to the one we fly in the Roy Gladman pattern competition. All you need is a model with some vertical performance. The Sportsman schedule is as follows:-

1. U Take off
2. U Full Immelman
3. D Slow roll
4. U Two consecutive loops
5. D Two consecutive rolls
6. U Top hat with ½ roll up & down
7. D Two outside loops
8. U Square loop on corner
9. D Inverted flight
10. U Stall turn, ¼ roll up & down
11. D Cuban 8 half rolls
12. U Two turn spin
13. U Landing sequence, turn onto runway, landing (U up wind, D down wind)

All maneuvers are to be done in sequence with a turn around at each end (not on separate circuits as in the Roy Gladman competition). For more information contact Roger, Glenn or get them off the Internet

Don't just go out there and watch the grass grow have a go.



Club Meeting Reminder

As stated at the top of the newsletter, the next meeting is to be held out at the field on Wednesday 25th January commencing at 7:30PM. Seeing as it is summer and the next day is a public holiday we plan to have a late afternoon fly and finish with a BYO BBQ prior to the meeting.

We will try and keep the meeting as short as possible so why not bring your family. We'll have lighting now that we have the new small generator.



Field Status

The field has dried out considerably over the past few weeks and hardly needs mowing. All you'd be mowing would be the sheep sh#\$\$. We now have a small generator to run the lights mainly for the meetings. The 8kVA generator is too expensive to run when just powering lights and is also a bit noisy. The new one is very quiet.

Max has fixed the access gate locking chain. It was getting difficult to lock now that the ground has dried out. I believe he has added some extra links or replaced the chain.

Rubbish at Field – Low key request to take rubbish home where possible. Otherwise bins have to be emptied more often, someone has to do it and it costs money.



Event Calendar

January 22 nd 2006	Sport Scale Rnd1 – State Field.
January 25 th	BRMFC General Meeting – Yendon.
January 28 th /29 th	APA pattern – BRMFC Yen don.
February 5 th	Scale Rally – TBA.
February 5 th	Old Timer 3 rd Annual Fly-in – Wesburn.
February 19 th	Scale Rally – Kyneton.
February 22 nd	BRMFC General Meeting – Yendon.
February 25 th /26 th	APA pattern – Mannerim Geelong
March 4 th /5 th	Two day Fun Fly – Warrnambool.
March 5 th	Sport Scale Rnd2 – Keilor.
April 2nd	BRMFC Annual Display – Yendon.
April 13 th -25 th	59th Nationals – Partly at Strathalbyn SA.
April 21 st -23 rd	WWII and Military Scale – Wagga Wagga.
April 30 th	Sport Scale Rnd3 – BRMFC Yendon.

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

For Sale

Full size iron frame black ebony piano going cheap.

Yes a PIANO and never flown!

Make an offer.

See Glenn White Mob: 0412 641 188 or Hm: 5330 1653

To finish off the newsletter here are a few photos taken at Hamilton 26th/27th November 2005.

