



# BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: [www.startek.com.au/brmfc](http://www.startek.com.au/brmfc)

Inc. No. A0001288M

## NEWSLETTER – January, 2007

### Committee 2006/2007

<i>President</i>	Glenn White (0412 641 188)	<i>Public Officer</i>	Roger Carrigg
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<i>Treasurer</i>	Rick Pimblott (0417 424 819)	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
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<i>Publicity Officer</i>	Gordon Hicks (0427 033 981)		
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The next meeting of BRMFC is to be held out at the flying field on Wednesday January 24<sup>th</sup> 2007 commencing at 7.30PM. We're having a BBQ tea and weather permitting 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. Roy Gladman Round 1
2. Field Maintenance
3. Bus to Avalon
4. Annual Display Day
5. Club Banner
6. Runway Improvements
7. Synthesized and 2.4GHz Equipment
8. APA Model Engines Trophy

### BBQ Tea and Fly before Meeting

We propose to have a fly and BBQ tea before the meeting. If it's a fire ban day we can use the portable BBQ inside the shed to be legal and above all, safe. Just bring along your own meat, the club will provide some side salads like we did for the previous meeting in November last year. All I need is some volunteers to look after the BBQ so that certain persons don't crack the s@#s.



### Points of interest from the last meeting

*Please refer to the December 2006 newsletter.*



### Field Maintenance

The mower hasn't had a lot of use recently only to clear up the sheep S#\$t – yes we've got sheep back again so make sure the gates are closed at all times. It was nice that Geoff Fiskin came out a few Sundays ago to let us know that he has to put sheep back into the paddock for feed due to the drought. He was a little concerned about the possibility of fire however we assured him that we are very fire conscious. So please be very careful at all times when out at the field and make sure all visitors are aware of the fire hazard. Don't park cars over any long grass.



### New Member

We'd like to take this opportunity to welcome Frans Van Der Bom into the club. Frans joined up last Sunday (14<sup>th</sup> January) and is looking forward to learning to fly his Cessna 40 Trainer. As he is mode 2, A1 (aka Graeme A.) flew it for him on Sunday in Max's absence. Frans has kindly donated several sheets of roofing material to go on the container roof. Thanks very much Frans.



### VMAA News

**2008 MAAA Council Conference** – The VMAA is putting in a bid to host the 2008 MAAA Council Conference. (*Maybe the VMAA could consider some of the fine conference venues in Ballarat. Ed.*)

**Pensioner Classification** – Due to questions and concerns from a couple of clubs regarding the pensioner classification, the VMAA Executive had the option of:

1. Amending Statement of Rules so that it specifies persons over 65 years.
2. Fall into line with the MAAA and eliminate the pensioner category.

The Executive has agreed to accept option 1 and has decided to move that "the Pensioner category for VMAA membership is to be Age over 65 and in possession of a government pensioner concession card". Otherwise due to the many different concession cards it was felt that anyone over the age of 16 with a card could qualify. This is to be spelt out in the next VMAA newsletter.



### New Models seen at field

What a busy day it was on Sunday 14<sup>th</sup> January 2007 for new models. Father Christmas must have been very generous this year judging by the new models we saw.

First of all we'll deal with A1 (aka Graeme Allen), he must have snuck out to the field on his own over the Xmas break to do a test fly so there wouldn't be any witnesses (especially the newsletter editors). We only have his word that it flies well because he didn't fly it on the day we saw it as it was a bit windy.



Here's Graeme with his new ESM Cirrus – just look how dry the field is at the moment.

Model details:- ESM Cirrus, 84" wingspan and powered by an OS120FS.

Graeme has done extensive work in the cockpit and added a pilot. This was quite an exercise (S@#t of a job to use his words) to alter the servo positions to make room for the cockpit detail. I'm sure we'll see the Cirrus in the air regularly from now on. It is quite an eye catching model.



Russell's latest P51 –a nice looking model and quite well finished.

Next up was Russell Aggett with another P51 Mustang. This must be his 3<sup>rd</sup> Mustang that we know of. This is the largest of the three with a wing span of 72". The brand of model is unknown except that it's a Chinese ARF. It's

powered by an SC 108 2 stroke with a 14x8 prop. Murray Anstis test flew the model and found it to be quite docile, he was throwing it around a bit to put it through its paces. The P51 looked well in the air and didn't seem to have any vices. The only problem that was encountered was during landing – Murray slowed the P51 a bit too much and it landed more like a carrier deck landing causing one retract leg to collapse. On inspection it was found that the air cylinder with piston had parted company from the support bracket. Given that the landing wasn't all that hard it shouldn't have broken. No damage was done and Russell repaired it at the field for another flight. Landing gear is a general criticism of most ARF models. Once the manufacturers get L/G sorted out they will be hard to beat,



Bill Ninness and his new Boomerang 60 powered by a Super Tiger G61.

Bill bought a complete new outfit to follow on from his very successful 40 size Boomerang. This one is a Boomerang 60 with Super Tiger G61 and JR 2610 (I think that was the model number) radio. I (Roger) test flew it for Bill; it's the first 60 size Boomerang I've flown and they are certainly a lot smoother than the smaller version. The G61 gave it heaps of performance although the carby mid range needs adjusting to get a nice response on the throttle. Bill is going to perfect his landings with the original Boomerang before trying to land the new one.



### Crash Report

Your editors haven't heard of any mishaps over the last month, so there's nothing to report which is good.



### Safety at the Field

One of our members was very unfortunate recently to get his hand in a 22x8 propeller; in fact it was new years' eve. It's a stark reminder to us all just how quickly, unexpectedly, just straight out of the blue something like this happens and all of a sudden you're off to hospital for urgent medical treatment. Your whole world is upside down.



With 11” or 12” props you get fingers attacked, with 22” props powered by 50+cc engines you may loose more than fingers, it could be your hand or you may be deprived of its normal functionality for the rest of your life.

On this particular occasion there happened to be a past member (of over 10 years) Tim Connor out at the field who worked a few years as an ambo amongst other things and took over the job of bandaging up the badly lacerated hand. They said at the hospital it was very well bandaged. It was good that the first aid kit was on hand and we knew where to find it.

We spoke to Rick (yeah, I’ve let the cat out of the bag) on the phone after he was attended to by the Emergency Dept at St Johns. They said he was very fortunate not to have cut any tendons etc so it should heal up okay. Even so the injuries required some 10 stitches – those that witnessed the injury know how terrifying it looked with blood everywhere.

The doctor told him he wasn’t allowed any alcohol with the medication and it was new years’ eve. Yeah, he was p#\$%ed off but his hand was going to be okay.



Rick’s hand bandaged after the injury pointing to the offending propellor. He was still managing a smile! Inset – Tim Connor bandaging Rick’s hand. The rest of us were a bit squeamish at the site of blood.

We must all exercise extreme caution when starting and tuning our engines. When your hand is only centimeters away from what is basically a revolving knife the potential for serious injury is always there.

How did it happen? – Rick is having trouble with the 5 cylinder radial dropping cylinders which still hasn’t been resolved (anybody got any clues). We were trying various

tests to find out why random cylinders stop firing and go cold. Tried different fuel, made sure all the plugs were okay and of the specified type. Rick had thermal imaging equipment on hand to detect the cylinder/s not firing which did work except it was difficult to see the screen on the PDA in bright daylight. At the time of the accident he was standing where he is in the photo tuning the needle valve. On pulling his hand away he must have brushed it past the spinning propellor which from memory was probably running at about ½ power.

An incident report is being finalized and sent to the MAAA.

We saw Rick’s hand last Sunday 14<sup>th</sup> January and it appears to be healing okay although Rick says there is stiffness and loss of feeling where the injuries occurred which was thumb, forefinger and palm of hand, between thumb and forefinger. Rick says he has painted the tips of the propellor bright yellow in an effort to make them visible and avoid a reoccurrence.

By the way, Tim is looking to get back into the hobby again. Those that were BRMFC members more than 10 years ago will no doubt remember him. We hope to see Tim get back into flying and he’s got good bandaging skills which we hope wont need to be called upon again.



### Tips & Tricks

**A tip for Boomerang Pilots** – by Nick Katsikaros

There are a lot of Boomerangs seen out at the field at the moment, and for some very good reasons - they fly very well, they are generally straight and well built, and they are cheap as chips.

There are a few generations now and it’s nice to see that generally they have improved with time but one thing that hasn’t been fixed is the engine position. It is too high, putting the throttle above the top of the tank with most 40/46 engines, and can cause inconsistent and sometimes very short engine runs. My first few flights ended when the motor went dead stick after leaning out over the first few minutes.



You can lower the engine mount which requires a bit of work and possibly a new mount, or you can cheat like I did.

I simply mounted the engine underneath the engine mount.(as shown in photo) This dropped the motor about 15mm and made all the difference in the engine run department. I now get a consistent motor run every time. If you do this make sure that the

particular motor and motor mount are suited – you need to have good flat mating surfaces. Also keep checking the

mount to make sure it's not causing unexpected vibration and the bolts are still tight.



**Events**

**Christmas Break-up Party** – by Glenn

It seems a long time since the Christmas break-up now that we are in the middle of January, I am going to have a hard time remembering all the details (*I'm surprised you could remember anything Glenn!!! ed*). I think we all had a good time I know I did. We tried a different venue this year, the Blackhill Hotel, there were twenty-seven or eight of us and we had a room to ourselves.



*Looks like everyone's having a great time – Glenn's just limbering up for the evening. Are they fingers I see?*

We were allowed to take the Christmas raffle prize (barrow load of goodies) into the pub and several more books of tickets were sold on the night.



*Max and Judy are having a good time. Noel looks like he's taking a breather. Glenn's daughter Tammy who works at the hotel is behind Max in the photo.*

Most of us had the set meal of turkey, it was quite nice but I thought the portions were a little on the small size.

After the meal, Gordon put on a slide show of some of the events that we had attended during 2006. They brought back a few good memories. Gordon has just had a year he will never forget lets hope you have a good 2007.

The raffle was drawn around 9.00pm. We didn't have to worry about getting the barrow to the winners as they were there with ute. Rick or Pam bought the winning ticket. The results of the raffle will be elsewhere in the newsletter



*Something's got their interest – strippers? Nah, Its Gordon's slide show which everyone seemed to enjoy.*



*All goes quiet when the food comes out!*

My daughter Tammy works at the pub and was serving on us, she gave me a "special" drink with orders to scull it, which foolishly I did. I don't know what it was but it finished me off, I don't remember the last time I was so drunk. I know Roger has incriminating photos and I am sure they will find there way into this newsletter.



*You're right Glenn – the photo found its way into the*



newsletter. What was that drink called? – Terminator, Illuminator, Eliminator, something with ‘ator’ on the end. Anyway it looks like it did all of the above!

It is good to all get out together (away from the field) maybe we should think of having a Christmas in July this year.

As club president I would like to take this opportunity to thank a couple or so of our members for the work they put into the club last year. Our treasurer (*Actually Glenn had Treasure – it read quite well!*) Rick for all the hours keeping our books in order, Max for all the time and effort keeping the field in order and mostly a big thank you to Roger for keeping us all in order.

Let’s make 2007 a good year, with lots of good flying and safe landings.

**Xmas Raffle 2006**

Like Glenn said about the Xmas party, it also seems ages since we ran the raffle. The raffle ran from 23<sup>rd</sup> November and was drawn on 16<sup>th</sup> December at our Christmas break-up party. It’s good to be able to report that the club made a reasonable profit on the event. Thanks to the hard work of many club members selling tickets especially Malcolm and Veronika Miles who had the prize in their shop *Stitched Up-On Curtis* from 23<sup>rd</sup> November to 15<sup>th</sup> December. They managed to sell 29 books of 10 tickets which exceeded their previous year’s tally of 25 books. Another good performer was Nick, he managed 5 books. Most members managed to sell or buy a book or two which really helps the clubs finances along. If it wasn’t for these fund raisers we would not have been in a position to purchase an expensive item like the mower.



*This is what it was all about – the barrow load of Xmas Cheer!!!.*

We always try to make the drawing of the raffle coincide with our Christmas break-up party and this year was no exception. It’s become a bit of light entertainment on the night and we usually manage to sell a few more tickets at the venue. Glenn’s daughter Tammy who works at the Blackhill Hotel and was looking after our tables, took books into the other parts of the hotel and managed to sell 6 books.



*This is a fun job – taking the staple out of the ticket butts screwing them up and placing in draw box. I was supervising – it’s a tough job but somebody’s got to do it.*

After spending an hour or so scrunching up all the tickets, the raffle was finally drawn at 9:15PM and we asked Tammy to draw the winning ticket. The winner was ticket number 0053 bought by Pam Pimblott for her grandson Thomas Pretty. Rick and Pam were at the party so we didn’t have to worry about the barrow from then on – what a relief, didn’t have to chase up someone who lives in whoop-whoop! Rick reported that like all good grandsons he donated the alcoholic beverages to his grandpa.



*The raffle winner Thomas Pretty – Rick and Pam’s grandson. By all reports the teddy bear was a big hit. (The beer was a big hit too with Grandpa)*

The raffle yielded \$529.75 profit after expenses were taken out. We managed to sell 650 tickets which is not as many as we’ve sold in previous years but it is still a good result for the club and well worth doing. Our next fund raiser will be a sausage sizzle at Bunnings – gotta book that!



**Coming Events**

**APA Model Engines Trophy** – 3<sup>rd</sup>/4<sup>th</sup> February 2007

We will be hosting the Australian Pattern Association at our field over the weekend of 3<sup>rd</sup>/4<sup>th</sup> February.

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 our 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 that 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.

#### **Roy Gladman Round 1 Novelty** – 25<sup>th</sup> February 2007

The date for this event is **Sunday 25<sup>th</sup> February 2007**. We would like to get things underway by 9:30AM.

Tentatively the events are: (Glenn might have some other goodies for us)

- |                           |                         |
|---------------------------|-------------------------|
| a) 3 minute timed flight. | d) Carrier deck Landing |
| b) Climb and glide.       | e) Spot Landings        |
| c) Balloon burst          |                         |

This is designed to be a fun day. There will be a small registration fee to cover the cost of trophy and BBQ lunch. There is no reason why any member who can fly solo

cannot participate in this event. The rules will be available on the day and can be changed at will.

As usual judges will be open to bribery! And of course the judge's decision will be final and no correspondence will be entered in to.

It is also planned to finish off round 3 Scale from last year if there are enough entries.



### **Event Calendar**

January 21 <sup>st</sup> 2007	Sport Scale Rnd 1 – State Field.
January 24 <sup>th</sup> 2007	BRMFC General Meeting – Yendon.
February 3 <sup>rd</sup> /4 <sup>th</sup> 2007	APA Aerobatics – BRMFC Yendon.
February 4 <sup>th</sup> 2007	Scale Rally – South Eastern.
February 25 <sup>th</sup> 2007	Roy Gladman Round 1 and possibly Round 3 from 2006
March 3 <sup>rd</sup> /4 <sup>th</sup> 2007	Fun Fly – Warrnambool.
March 4 <sup>th</sup> 2007	Sport Scale Rnd 2 – State Field.
Mar 10 <sup>th</sup> /11 <sup>th</sup> 2007	Monty Tyrell Scale Rally – P&DARCS.
March 25 <sup>th</sup> 2007	Sport Scale Rnd 3 – CHAMPS.
Mar 23 <sup>rd</sup> -25 <sup>th</sup> 2007	Avalon Airshow.
<b>Apr 1<sup>st</sup> 2007</b>	<b>BRMFC Annual Display – Yendon</b>
Apr 14 <sup>th</sup> /15 <sup>th</sup> 2007	VMAA Trophy – P&DARCS
Apr 20 <sup>th</sup> -22 <sup>nd</sup> 2007	WW2 and Military Scale Event – Wagga Wagga.

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