



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – January, 2008

Committee 2007/2008

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The next meeting of BRMFC is to be held out at the flying field on Wednesday January 23rd 2008 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. Open Day April 6th 2008
2. Wind Farm
3. AT6 Pylon Racing
4. Field Maintenance
5. Playground Equipment
6. Pilot Training at Ballarat Airport

Points of interest from the last meeting

Extract of newsworthy items from the minutes of the November meeting. Note: Some events/activities may have concluded or been modified as circumstances change.

1. ARF Scale Competition Post Mortem

The main point raised was what would we do, should we crack it for a perfect day, weather wise and we were inundated with entries. How would we handle it?

A suggestion was put forward in the last newsletter that we set a maximum number of entries for the competition – somewhere in the 15-20 range. This system would require pre-entries which would then fill these slots on a 'first in first served' basis. A reserve list could be maintained and those entrants would only be accepted on the day if others didn't turn up.

We need to ensure that each flight is conducted without any time wasting and that the next entrant is ready to go the moment the current entrant lands. We may need to look at lowering the maximum flight time.

More judges will be required if we had 15 or more entrants to spread the work load.

2. Xmas Raffle

As mentioned in the newsletter, the Xmas raffle prize has been at Malcolm Miles shop (Stitched-Up on Curtis, 75 Curtis Street Ballarat) since 19th November. The club asks members to drop a random item of a Xmas nature in to bolster the prize. Non-perishable food items or bottle of wine would be most suitable.

Several raffle ticket booklets were handed out to members. Please see the Secretary if you haven't got any yet or you require more.

Action: Members to donate Xmas item to bolster raffle prize.

3. Xmas Party

The Blackhill Hotel was booked a few weeks ago for Friday 14th December starting around 6:30-6:45PM.

Action: Glenn to do a ring around to establish who is going.

4. Field Maintenance

Max Rowan advised the meeting that he borrowed/hired (not sure how!) a tractor and slasher from Bruce Wiseman last weekend and cut the long grass surrounding the field. The grass was a couple of feet high and was quite a job getting through it. There's no way the club mower would have looked at it.

The subject of matting on the runway was discussed. Max suggested packing sand as a base for the matting rather than getting the field graded and thought it would take around 20m³ costing roughly \$800. It was noted that much of the cape weed is dying off presumably as a result of Fiskens spraying the field.

It was decided to see what happens when it dries out before we proceed with major expenditure.

Mower: The main drive belt had to be replaced at a cost of \$102. The belt had stretched and as a result gets caught in the pulley belt guides when under load. While preparing the field on Saturday 27th October for the ARF Scale day Graeme Allen had to make a trip into Henderson Mowers to get the new belt so that the field preparations could continue.

5. Playground Equipment

It was suggested that the proposed sandpit should be located on the eastern side of the compound amongst the

trees which would provide some shade cover. Murri Anstis is to look into what is involved.

Due to Gordon Hicks' absence further discussion on playground equipment was held over until the next meeting. There still seems to be apprehension amongst some members regarding club liability over playground equipment.

Action: Murri Anstis is to look into what is involved in setting up a sand pit.

6. Pilot Training at Ballarat Airport

It was mentioned at a recent meeting that we may find potential club members amongst those undertaking pilot training at Ballarat Airport. It was further mentioned that Peter Evans would be the obvious member to canvas the situation seeing as he works there.

Due to Peter's absence further discussion was held over until the next meeting.

7. Open Day – Sub Committee (April 6th 2008)

The Secretary advised that we received the Ballarat Council Banner permit on 6/11/2007 for the 4 week period preceding the event and the VMAA permit on 22/11/2007.

The President asked for members to form the sub-committee; Matt Porter, Nick Katsikaros and Glenn White put their hands up. We need another member to join the sub-committee to bring the number to four. Matt Porter asked if we have a planner sheet to which the secretary replied we do.

Action: Secretary to email the Open Day planner sheet to the sub-committee members. (Done)

8. Wind Farm

The Secretary advised that the club has just received the **Lal Lal Wind Farm Project Update 4** from Westwind Energy. The main points that it makes mention of are: Maximum height of towers lowered from 150m to 130m, some towers removed and some relocated.

The map does not show in enough detail how close the proposed towers are in the paddock on the other side of Spreadeagle Road and directly south on the other side of Yendon-Egerton Road. Nick Katsikaros made the point that the map does not make reference to our flying site although we know that Westwind is aware of our presence.

Nick offered to send letter to WestWind requesting that our club facilities and air space be shown on the WestWind map and whether the towers YSWT23 & YSWT24 have been moved further away.

Action: Nick to send letter to WestWind Energy. (Done)

9. AT6 Pylon Racing

A few weeks ago the club was asked by Steven Green of RCM News via an email if it was interested in hosting an AT6 pylon racing event. See request below.

The prospect of running such an event was discussed, the main concern being that we would consider our field to be too small although Steve has flown at our field and is familiar with the layout. Also timing would be an issue with a very full calendar in the early part of next year.

Action: Secretary to send a reply to Steven Green requesting more info.



Presidents Reports

Well here we are again, another new year. Don't they just fly by? I wonder what's in store for the Club in 2008.

There has been a lot of flying activity since Christmas with some new models taking to the air and I know of one or two that are not far off.

There are some new events added to the calendar this year that will interest some of our members. The events calendar seems to grow each year making it difficult to select the events that you want to attend. A group of us intend to go down to Warrnambool for their fun fly in early March. Anyone wanting to try flying somewhere new this would be a great place to start as the Warrnambool club is very layback and they make you very welcome. It isn't too far to go down there for just a day but we make a weekend of it. For more information contact Roger or myself. Two other events we are planning to attend are the South Pacific Scale Masters at Shepparton and the inaugural Bowylie Large Scale Rally just out of Canberra. The Shepparton event is a three day event ARF's F4C and Large Scale starting on the 28th March 2008 and the ACT event is the 13th/14th April

Don't forget our open day falls between those two events and shortly after we will be going to Wagga Wagga for the military weekend.

Looks like some of us are in for a busy few weeks with a lot of traveling.

Again anyone wishing to join in, the more the merrier and cheaper, with the cost of fuel and accommodation being what it is, sharing is the only way to go.

As of last weekend (13th January) the crop of wheat has been harvested, we are laying bets as to who will be the first to hit one of the bails! There have been a few members caught in the crop over the past few months as shown by the following photos.



Matt Porter retrieving his model from the wheat after falling short on a dead stick landing.



Graeme Waterhouse can also be seen fetching his Kraft Superfly after the Irvine 2 stroke mysteriously stopped. See Incident Report column for details.



Roger Carrigg also retrieving his CAP 231 from the crop. The engine failed to pickup after a touch and go and was forced to land in the crop and make the walk of shame. (See Tips & Tricks for investigation into engine failure.)



Noel Findlay has the honor of being the last known flyer to land in the crop after running out of fuel on his landing approach. Noel blamed his wife Sharon for ringing which caused him to hand over to Len Astbury (seen in foreground) while he answered the call and then loosing track of how long he'd been flying. Having someone to blame – that must surely be one of the Ten Commandments!

Roger has done a great job with the Club's web site; if you haven't seen it you are missing out. All the links are there if you want to check out any of the afore mentioned events. The Scale Masters is via RCM News Magazine and Bowylie via FSAAN. We are also getting a good photo gallery going so if you have any good photos you would like uploaded let us have them.



Field Maintenance

Not a lot to report – the grass is pretty well died off on the runway. The crop has now been harvested and during this hot spell Max has requested that we pay particular attention to the fire danger brought about by the dry conditions. AS YOU KNOW, THERE IS TO BE NO FLYING ON DAYS OF TOTAL FIRE BAN.

Smokers, please remember to make sure your butts are extinguished and go in the sand bucket located in the "Bus Shelter".

As of the weekend of Sunday 20th January sheep are back in the paddock so it is important to keep the entrance gate closed after entry/exit. Also make sure the gates to the compound are closed securely and safety chains are in place when you leave.



Web Site

The club web site www.startek.com.au/brmfc is being updated regularly and a register of site updates is maintained online. The link *Site updated on* in the footer of all pages takes you to the History of Site Updates page. We seem to be averaging around 25 hits per day, I don't know if that is attributable to our club members or others in cyberspace. The web site is primarily a marketing tool for the club and hopefully communicates with the younger generation.

If you have any thoughts on what other information we should be providing on the web site please let me (Roger) know.



VMAA News

- A new club by the name of *Upper Murray Model Aircraft Club* has been formed and has ten affiliated members. Don't know exactly where it is but no doubt it's in the Upper Murray region!
- **Total Fire Ban Days** – The VMAA has been asked whether it is okay to fly electric models on days of total fire ban. Seeing as the VMAA has no policy, the MAAA was asked only to find out that the MAAA also has no policy. The only MAAA policy regarding flying on days of total fire ban applies to Jets/Turbines. That being the case the VMAA is to follow suit with the MAAA (I guess that means no policy). Remember that clubs will have their own policy on this matter. BRMFC does not

allow flying on days of total fire ban for any type of model.

- **Safety** – Several incidents were reported in the minutes of the VMAA meeting held on 13th December 2007. A member was hit by plane at the Lilydale club whilst on the runway taking photos; a model lost control on takeoff during the Twin Cities (Albury) float plane day hitting a member in the stomach. The main reason to mention these incidents here is to reinforce to all members how careful and vigilant we must be at all times. We don't want anybody getting hurt and secondly we don't want any insurance claims to be made that will only jack up our affiliation fees.
- **Model versus full size** – A report by the Melbourne Radio Control Helicopter Club (MRCHC) states that a model (assume a helicopter) crashed while taking evasive action to avoid an Ultra Light aircraft. The matter of models vs. Full Size has been an issue with CASA jumping on the Association if a model strays into full size aircraft airspace, therefore as the full size aircraft was not approved to fly where it was, CASA should be involved to reprimand the person responsible. VMAA is to send an incident report to CASA to investigate. The model pilot may be taking alternative action against Ultra Light aircraft pilot.
- Valley Radio Flyers (Shepparton) have tabled new safety initiatives to be implemented with future Mammoth Scale events.



New Models seen at field



Russell Aggett standing behind the 1/3 scale Bucker Jungmeister (Young Master in German) biplane. (There was still a touch of green on the field a month ago.)

On Sunday 23rd December Russell brought his large scale Bucker Jungmeister out to the field for a test flight. Model was built by Hugh McCormick over a number of years and it originally had a Tartan Twin. Russell had problems with the Tartan and decided to fit another engine. Russell has been kind enough to provide us with the following info on the model for the newsletter.

The kit is a Radiomodeller plan. It is a 1/3 scale model and is a built up kit. It was originally built by Hugh McCormick. This is a very solid plane and had a 45cc Tartan twin which was unsuitable, so I fitted a 53cc 3MM. The plane weighs 29lb or 13.4kgs, has a wing span of 7 foot and fuselage length of 6 foot. Murri and I have had several attempts at flying it but unsuccessful so far as there is a wing incidence and weight problem to sort out. I shall provide more information once the plane has flown.

Thanks Russell for the background info.

Murri did a couple of fast taxi runs to get a feel for how it would handle. On the last attempt he opened the throttle but the Jungmeister veered violently to the left and finished up nosing over damaging the prop.

On Saturday the 6th January Russell brought the Jungmeister out to the field for another attempt. Murri managed to get the model to lift off but it appeared to be tail heavy and erring on the side of caution decided to let it settle back on the runway to get things checked out further. Stay tuned!

Rick is keeping up the electric flight interest with the acquisition of a small Beaufighter. It is a twin engine model with retractable undercarriage.



Rick's new electric powered Beaufighter twin. At least with electric power it would be unlikely for one engine to stop.

On Sunday 30th December, Rick brought it out to the field for a test flight but it seemed to have undercarriage collapsing problems. No doubt we'll see it out at the field again shortly.

On Sunday 6th January Roger brought out his latest project, which is a Great Planes Super Stearman Biplane purchased second hand from Graeme Allen a few months ago. The model has been re-engined with an OS 200 FS, structurally reinforced and the radio gear installation moved well forward of the design position which resulted in significantly less nose weight needed to achieve the correct CofG. This is the first OS 200 seen out at the field and was a bit of an unknown entity. The engine caused no problems and was easy to start. A couple of tanks of fuel were put through it on the ground to run it in using the OS run in procedure. The motor has ample power but is thirsty as you would expect.

The motor was run in with the cowl removed just to make sure everything was okay before its test flight. The cowl

was fitted, tank filled and motor started. The Stearman was given a couple of fast taxi runs to see how it ground handled. Everything being okay, the throttle was opened and the Stearman tracked straight down the runway and lifted gently into the air.

The only trim needed was all the down elevator trim available to arrest the climb. Other than this it seemed to perform quite well. I (Roger) felt that it may need a little bit of ballast in the nose. Several circuits were flown; rolls and loops were completed without any drama.



Roger's Boeing Super Stearman biplane out at the field on Sunday 6th January for its test flight. Look how much drier the field is two weeks after the shot of Russell's Jungmeister was taken.

After about 8 minutes it was decided to try a landing approach. Just as it was turning onto finals Glenn thought that the motor might have stopped but it hadn't (it must be very quiet on idle). The Stearman caught me a little bit by surprise because it floated on but it managed to touch down before the end of the runway and come to a standstill just before the runway ran out and the crop started.

On rebalancing back in the workshop it was found that 4oz of lead was required in the nose to get the CofG exactly as specified. But this is a lot less than Great Planes expected 18oz to get the balance right. Total weight of the model is just under the 7kg heavy model permit limit. Most of the down trim needed was found to be attributable to the inadvertent up trim in the initial control rigging.



Russell's eye catching DeHavilland Chipmunk in the pits moments before its very successful test flight.

Russell is now the proud owner of nice looking Chipmunk which he brought out to the field on Sunday 13th January. The Chipmunk was previously owned by Murri Anstis and he got the job of test flying it. The Chipmunk took off nicely, flew around without showing any vices and finally after several circuits came in for a smooth landing. Russell has also provided us with this info on the model for the newsletter.

The Chipmunk was purchased off Murri and had never been flown although he had had it a few years. It is fitted with a Magnum 61, has a wing span of 5 1/2 feet, fuselage length is 4 foot 6 inches. It flies really well and had its test flight on 13th Jan 2008.

On the same day Mike Faulkner had his 1/3 scale Corby Starlet ARF model out for its test flight. Model is powered an OS 200 FS and after giving the motor its recommended run in procedure Mike proceeded to test fly the model. Just like the OS200 in Roger's Stearman, the motor ran smoothly and reliably.



Mike's Corby Starlet at the field moments before the ill-fated test flight.

After a couple of taxi runs Mike opened the throttle and the Corby tracked straight and lifted effortlessly. Mike soon realized that he needed a fair bit of down trim to get it flying straight and level.

As the model was being flown for its heavy model permit it was required to do aerobatics. Mike achieved a roll with no difficulty but when he did a loop disaster struck. See crash report.



Crash Report

Sad to say, it has not been a good come back to flying for Mike. On his second trip out to the field he got disorientated with the Raven while doing rolls. Model finished the rolls inverted instead of upright and when some up elevator was given model nose dived into the wheat field causing major damage to the fuselage. Mike hopes to repair it in the not too distant future.

Two weeks later (as seen in New at Field) Mike test flew his 1/3 scale Corby Starlet. All went well until the Corby did its first loop. The loop was too tight and started to lose

control on the top of the loop. At the bottom of the loop it snap rolled, while trying to regain control it snap rolled again. By this time all altitude had been lost and it impacted the ground heavily at about a 30 degree angle destroying the model. On lookers were of the opinion that too much elevator was applied for this type of model.

Bad luck Mike, things can only get better with the next model.

While flying his 3D Harrier on Sunday 30th December A1 (aka Graeme Allen) came across the field doing every manoeuvre in the book low to the ground. Model ended up inverted a couple of metres off the ground and he pulled when he should have pushed. You'd think by now he'd know when to push and pull. Regardless to say model ended up in a heap at the edge of the runway.



No Guts – No Glory (What’s left of the 3D Harrier inset).

A1 reckons it was a case of dumb thumbs but we think it’s more a touch of Alzheimer’s or a case of plain stupidity.



After politely asking what went wrong this was the reply. We get the picture Graeme!

Russell hasn’t had a good start to the New Year. Whilst flying his P38 Lightning twin on Sunday 6th January it lost a motor on a landing approach. Russell was unaware that a motor had stopped and assumed he was having radio

problems. The P38 got close to the ground and was straight and level, had Russell known one motor was dead he could have let it down in the crop but unaware of the engine problem he powered up to gain some height. As soon as the power came on the P38 rolled over and impacted with the ground causing some damage to the nose and an engine nacelle. Fortunately the P38 is quite repairable.



Incident Report



The engine mounting beams have broken through the attachment holes. Loss of strength must be a consideration when filing engine beams to provide crankcase clearance.

When the engine in Graham Waterhouse’s Kraft Superfly stopped on Sunday 23rd December and he was forced to land in the wheat crop, it turned out that there was a good reason (there’s never a good reason but a valid one at least) for the engine failure. The engine mount had broken in flight, but fortunately the loose engine was retained inside the cowl. Graham said it had cracked through the inner bolt holes, probably caused by weakening of the beams which had been relieved to give engine crankcase clearance.

No doubt Graham will have a new mount fitted shortly and we’ll then see the Superfly back at the field.



Tips & Tricks

Fuel Filters

Watch out for leaky fuel filters! I (Roger) had a mysterious engine failure with the OS91 FS (pumped) in my CAP231 and tracked it down to a leaking fuel filter. The filter was not leaking fuel externally but allowed air to be sucked in resulting in loss of fuel draw. When I ran the engine with the cowl removed to try and find out why it failed to pickup after a touch and go, I noticed air bubbles in the fuel line and tracked the source to a leaking filter. The black seal retaining the nipple appears to have hardened with age (not much hardens with age!) allowing air to be drawn in. In fact the nipple was loose and with some

gently wiggling it could be pulled out. I suppose a bit of silicone would seal it okay.



Fuel filter was drawing air through the seal.

By the way, fuel filters should have a **direction of flow** arrow marked on them to make sure you don't accidentally reverse the filter during maintenance resulting in dirt particles collected being fed into the needle valve. Manufacturers should do this, but seeing as they overlook this important feature, it is quite simple to inscribe an arrow with a sharp steel pointer.

Most filters do have a better direction of flow although it is not marked. On filters that you can unscrew you need to look at its construction to see which way it can most easily be cleaned. On cone type filters flow should go from outside to in thereby facilitating cleaning and usually increasing the surface area. On disc strainer types, flow should go from the side where you undo the cap and remove the strainer element. Dirt entrapped can be easily seen when you open it up – not so easy if flow is going the other way.



Coming Events

APA Model Engines Trophy – 2nd/3rd February 2008

We will be hosting the Australian Pattern Association at our field over the weekend of 2nd/3rd 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.

As usual Rick and Pam (hopefully they will, we haven't confirmed it yet) 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 used to fly in the Roy Gladman pattern competition. All you need is a model with some vertical performance.

It's well worth coming out to see the APA in action. They are a precision group and get through a lot of flying in a short period of time running two flight lines.

Roy Gladman Novelty Event – 24th February 2008

The date for this event is tentatively **Sunday 24th February 2008**. 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.
- b) Climb and glide.
- c) Balloon burst
- d) Carrier deck Landing
- e) Spot Landings

This is designed to be a fun day. There will be a small registration fee to cover the cost of a 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.



Event Calendar

23rd Jan 2008	BRMFC Meeting.
2 nd /3 rd Feb 2008	APA Model Engines Trophy at Yendon.
24 th Feb 2008	Roy Gladman Novelty Event at Yendon.
1 st /2 nd March 2008	Warrnambool Annual Fun Fly.
16 th March 2008	Keilor Annual Public Display.
16 th March 2008	Greensborough Display Day & Airshow Spectacular.
Mar 28 th – 30 th 2008	South Pacific Scale Masters - Shepparton.
April 6th 2008	BRMFC Annual Display Day.
April 12 th /13 th 2008	Bowylie Large Model Scale Rally.
April 12 th /13 th 2008	VMAA Trophy at P&DARCS.
Apr 25 th –27 th 2007	WW2 and Military Scale Event – Wagga Wagga.
4 th May 2008	VFSAA State Champs Large and Standoff Scale at Yendon

That's all for now. Good flying.

G.W & R.C.