



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – November, 2007

Committee 2007/2008

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The next meeting of BRMFC is to be held out at the flying field on Wednesday November 28th 2007 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. We are having a BBQ tea at the field prior to the meeting and a fly if you like, the club will supply some side salads and bread – just bring your own meat.

Agenda Items for the next meeting

1. ARF Scale Competition Post Mortem
2. Xmas Raffle
3. Xmas Party
4. Field Maintenance
5. Playground Equipment
6. Pilot Training at Ballarat Airport
7. Open Day – Sub Committee

What's On

BBQ tea and fly before the meeting – club to supply side salad and bread, **bring your own meat.**

See *Coming Events* further on for more info.



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.

1. ARF Scale Comp Sub - Committee Report

Graeme Allen reported to the meeting, the progress made by the organizing committee. Trophies/Prizes have been organized, pilot invitations have been sent out several

2. Field Maintenance

Report from Max Rowan.

- Bought a new petrol container to replace one of mine on loan to club. New container comes with pump and nozzle to make filling the mower much easier.
- Would like to see wheels on legs of new tables (wheelie bin style)
- Still looking at laying the tarps on the runway.
- The new drum of methanol is now in use.
- Graeme Allen donated an old whipper snipper to the club. Max is to do some maintenance on it and fit new cord etc.

3. Playground Equipment

The Secretary advised that the VMAA/MAAA Secretaries have passed on advice from the MAAA insurance brokers

stating that the MAAA policy would cover playground equipment. Like all structures though, this is subject to it meeting Work Place Health & Safety and Local Government Council guidelines.

Gordon Hicks was asked to investigate a swing/slide that would be safety compliant.

Murri Anstis was asked to come up with timber requirements for a sand pit. (say 2m x 2m)

It was thought that the best location would be on the eastern side of the compound where it will be highly visible and up against the fences so that it can be roped off during our display days.

Action: Gordon to investigate a safety compliant swing/slide.

Action: Murri to work out timber requirements and costs for a sand pit. (say 2m x 2m).

4. Xmas Breakup Party

Glenn has booked the Blackhill Hotel for Friday 14th December at 7.00PM for our Xmas Party. Please advise Glenn over the coming weeks if you intend to be there.

5. Xmas Raffle

It was decided at the last meeting to continue with the Barrow Load of Xmas Cheer as our raffle prize. This has worked well for us over a number of years now. It will be at Malcolm's shop (Stitched-Up on Curtis) by November 19th (which it is!). Some tickets have already been printed and are available to sell. Books will be handed to members over the coming weeks.

The Secretary pointed out that maybe a smaller barrow would be more suitable and appealing to the ladies rather than the traditional builder's barrow size. (Easier to fill also) After all, women buy most of the raffle tickets and people generally have smaller blocks these days and don't need huge wheel barrows. Max Rowan is to get the barrow after ARF event – size yet to be established.

Action: Max to get the barrow after the ARF event and size has been agreed.

6. Council Community Grants 2008

Minute from the previous meeting: *The Secretary advised the meeting that while perusing the City of Ballarat Community Magazine September 2007 edition he noticed the Council's 2007 Community Grants section. It stated that the Council allocated \$150,000 to 56 recipient organizations in August this year out of 84 applications received. The grants are part of Council's Annual Community Development Grants Program which traditionally supports grass-root community initiatives. Of the 56 recipient groups listed many would be generically similar to BRMFC in their objectives so there is a chance that we might qualify if we put in a submission for the 2008 grants program (Assuming that there is a 2008 program). It appears that the grants are made for specific projects rather than simply boosting club coffers. The Secretary suggested that someone take this on as a project, the President then suggested that Nick would do a good job tackling this task.*

The Secretary briefly reiterated what was said at the last meeting and suggested that the club explores sourcing council grants next year. Nick Katsikaros offered to take this on as a project.

Mervyn Quinn stated that he is a member of the Ballarat Amateur Radio Group and they received \$3000 recently from the Council to modernize their radio equipment.

Action: Nick Katsikaros to investigate sourcing a Council grant from the 2008 grants program.

7. Helicopters at Field

At the September meeting Max Rowan tabled his proposed rules for allowing rotary wing operations at our field. Max's proposal consisted of four pages: *Flying Helicopters at BRMFC field, BRMFC Safety Rules, Helicopter Hover Pad location diagram and the MAAA Helicopter – Bronze Wings flight proficiency form.* Since the proposal was not included with those minutes as it should have been, the *Flying Helicopters at BRMFC field* and *Helicopter Hover Pad location diagram* have been appended to these minutes for reference. The other two pages were printed from existing forms and are readily available.

To open discussion Max gave the meeting another run down on his proposal.

Ted Rivett then asked the meeting for some background info on the helicopter issue. (ie. What had gone on in the club years ago, that led to a split and the formation of Golden Plains club.)

There was 20 minutes or so discussion on the pros and cons of allowing helicopters back at our field.

Graeme Allen summed it up that the fear amongst most members is that if enough helicopter pilots join the club they will be in a position to change the future direction of the club which will lead to the same problems experienced back in the mid 1990's. Max reiterated the point that if the right rules are in place the club will be safeguarded against these fears and that the past conflicts were caused by lack of rules and a clash of personalities.

Murray Ellis also pointed out that having the constitution changed (to accommodate helicopters) can cause issues with Consumer Affairs. The VMAA has experienced this recently with changes it has made to its constitution where it opens up a 'can of worms' and Consumer Affairs then want all sorts of changes.

The meeting agreed that the subject would be put on the backburner for 12 months.

8. Events staged at our field during 2008

- a) The Secretary advised the meeting that Henry Hutchinson has asked if the APA (Australian Pattern Association) can hold the **Model Engines Trophy** at our field on **2nd/3rd February**. There were no objections from the floor so it was agreed that we would host the event as we have now done for many years.
- b) The Secretary also advised the meeting that Keith Schneider has asked if the VFSAA can hold the State Champs **Large and Standoff Scale** events at our field on the **4th May** which will replace the event normally held toward end of April. Once again there were no objections from the floor so it was agreed that we would host the Scale events.

Action: Secretary to notify APA and VFSAA that BRMFC will host their events.

9. Annual Display

The Secretary advised the meeting of the following:

- a) An application has been sent to the City of Ballarat Compliance Unit to erect our display day banners at the Council's temporary signage sites for the four week period prior to the display to be held on Sunday April 6th 2008. (*We are getting in earlier this time in the hope that the four week period can be secured*).
- b) The VMAA display permit is also in the process of being submitted. (*Now been submitted*)
- c) So that the display day flyer can be printed we need to establish the gate entry fee. After some discussion it was decided to keep it as it was last year. (\$3/person, \$5/car load)

10. BBQ Tea and Fly next Meeting

It was decided that seeing as daylight saving starts next weekend we would hold a BBQ tea and a fly at the next meeting. On previous occasions the club has supplied bread and side salads while members bring their own meat for the BBQ. There will be a reminder and more details in the next newsletter.



New Models seen at field

Nick Katsikaros has been kind enough to provide us with some info on his new Pitts Special. So here it is straight from the "horse's mouth" so to speak!



Nick's new Pitts Special powered by an OS 91FX making its debut at the field.

Pitts Special. 62.5 inch wingspan - 30% scale designed for 120 four strokes. ARF by Advanced Scale Models.

Engine – OS91FX 2 stroke, 15 x 8 propeller. Standard muffler with home made right angle adapter and extension to keep it hidden inside the (enormous) cowl.

Radio – Hitec 8 Channel receiver, 2300mAh NiMH battery, 5 x HB425BB servos (2 x elevators, 2 x ailerons, 1 rudder), 1 x S3001 (throttle).

Mods – 2 servos on the elevators. Reinforced wing seat. Home made foam pilot.

Construction – Built up balsa/ply wings, heat shrink covering. Moulded plastic (ABS) fuselage with plywood formers and carbon fibre stringers. Fibreglass cowl and spats. About 10.5 lb (4.8kg).



In this photo we can see the muffler adaptor that Nick fabricated so that it could be mounted inside the cowl.

Generally a well built accurate kit but with some weak spots that needed reinforcement and reglueing around the wing seat and undercarriage plate. The finish of plastic and fibreglass is very good but the plastic covering and trim has a few bubbles and wrinkles I haven't yet managed to remove. The control fittings are good quality plastic with steel pins but be careful to match the right size clevises

and threaded rods. The plane was ready to fly in less than a week without rushing.

The Pitts was test flown on October 21st, after the working bee, in a moderate northerly and handled the conditions well, other than nosing over on landing – thank you Max for the help and support. Two flights were enough to show the plane was smooth and had real promise with no mods necessary. I chickened out of flying the plane in the ARF comp when it got blown off the assembly table before I even put the wings on, causing some minor damage that was easily repaired. Another 3 flights in the calm on November 11 showed the plane flies very well. Loops, rolls, Immelmans, Cuban Eights, a spin and inverted flying (with very little elevator) were straightforward and as good as I could fly them. The plane flies "sweet" at all speeds and is nicely balanced. The thing to watch for the new pilot is the torque reaction to the left as you throttle up at low speed – standard fare for overpowered warbird pilots but a nasty surprise compared to a typical sports model. My second takeoff ended up at right angles to the runway! Be ready for lots of right rudder on take off or if going around – I can see an unwary pilot slamming on the power and corkscrewing into the ground. Surprisingly for a biplane, the Pitts glides very well and I had a hard time not overshooting the runway.

The OS91FX has plenty of smooth power, allowing loops and rolls at ½ throttle. The engine is still running in and running rich - no need for a smoke system on this one! – but is already starting easily at the first or second flick. The engine is powerful and turns the 15x8 prop at about 8900rpm. The low weight helps keep the plane light making it a pleasure to fly.

Overall, I'm very pleased with the way the model looks and flies and I'm looking forward to learning to fly it properly to get the most out of it. *Thanks Nick for passing that on to us. Ed.*

On Sunday 18th November Russell Aggett had a new Corsair out at the field ready for Murri Anstis to test fly.



Russell's new Corsair shortly after its test flight.

Like Nick, Russell has been kind enough to provide the newsletter with some details and commentary.

Wing span: 56.5 inches or 1430mm
Wing area: 580 square inches

Flying weight: 5.9lb or 2700g
 Engine: OS 46 FX
 Kit Brand: Japanese import.

It was test flown on 18th November by Murray and myself. Surprisingly, for not a very good kit, it flew quite well. After Murray had left I had a flight myself and found the plane performed really well. Take offs and landings were good. Unfortunately on the third flight there was a bit of a mishap on take off and some damage was done to the wing which now has been repaired and the plane will be flying again as good as ever. *Thanks Russell. Ed.*



Crash Report

As the editors have been away attending other events we only have second and third hand reports of one or two incidents. We believe Russell has bent a couple of new models but details are sketchy. One we did witness was Rick's Macchi at Albury which cart wheeled on landing after wrong control was input. Rick said it was dumb thumbs or maybe just an elderly moment. Considering it was an ARF it only sustained fairly minor damage to the wing and a clean longitudinal split along the fuselage which should be easy to fix.



Events

ARF Scale Competition – 28th October 2007 By Roger

It looked like we were going to get a reasonable day early in the week, but alas it was not to be. While Saturday was quite good flying weather Sunday presented us and the rest of the state with extremely strong north winds.

Many of our club members got out to the field around 7:30AM to get things underway. A couple of test flights put fear into many with the strong north wind and the likelihood of some rain. When there is a strong north wind the plantation on the northern boundary of the field shelters the buildings and pit area and you get lulled into believing the wind is not that strong. Unfortunately the plantation also causes a lot of turbulence down low which makes landing and takeoff challenging to say the least. I think we were tossing around whether the comp should go ahead – do we postpone or cancel it. It's hard to get another date on the calendar and entrants were beginning to arrive so we bit the bullet and got on with it as though everything was normal.

Rick was taking entries and loading them into the computer. By 9.30AM we had 11 entries but after some had a test flight they decided not to fly. Phil Pope test flew his small 91 powered Super Stearman and after having a terrifying flight he was looking for a strong drink. Mark Radburn also test flew his Spitfire which appeared to handle the conditions okay but did minor U/C damage on landing and thought the better of continuing. Nick Katsikaros's Pitts Special fuselage was blown off the table while being assembled causing minor damage so he was

out. The weather just didn't suit biplanes or low wing loading models.



Rick hard at it on the computer adjusting calculating the scores. I took a similar photo last year and it's almost a carbon copy – see inset.

Like the Dodgy Brothers Used Cars, there's no refund but all entrants received a goody bag worth more than their entry fee. You needed a model that could handle rough conditions and had strong undercarriage. (We all know that the U/C is the nemesis of most ARF models.) A lot more contestants were expected given the response we received to the invitations but no doubt when many heard their roof rattling around in the wind a trip to Ballarat was not very enticing.



Phil Neiwand is gassing up the big Corby Starlet in readiness for his first competition flight. (Dwarfs Max's CAP 232). The Corby is powered by a Saito 180 FS.

After the flight order was drawn and the judges rounded up I think we got underway shortly after 10AM. Peter Evans was first up and I (Roger) was last – can't remember the order that everyone else flew. Peter drawing the short straw got the chance to brave the strong winds and show us all how it's done. Peter put in a good flight with his OS 46FX powered Tucano and from memory did a pretty good landing under the conditions.

Besides those who entered we managed to get a good roll up from the Geelong club – Phil Pope said they thought about turning back when the wind nearly blew their car off the road on the way up from Geelong. Ken Thomas from Keilor kindly donated his time judging and took photos for

an article in RCM News. My old friend Ray Jackson came down from Shepparton with a Zenoah 62 powered Gee Bee that he intends to fly in pylon racing events. Ray thought the better of flying and helped out as a judge during the third round.

Had the weather been better we would have had a large entry list, perhaps more than could be handled. Maybe we should set a maximum number of entries that can be managed, like they are doing at the South Pacific Scale Masters event to be held at Shepparton next year. In this case pre entries are essential.

We flew three rounds, breaking for lunch after the second. Remarkably there were no incidents other than a nose wheel and wing tank problem Neil Addicott had with his Grumman Panther. Fortunately he was able to repair it in time for the next flight.



Noel Whitehead about to commence take-off in round 2 assisted by Phil Pope.

Most flights appeared to be uneventful although extreme concentration was required on the part of all pilots under the conditions. When I checked the weather on Sunday night the web site reported 48km/h winds gusting to over 60km/h at Ballarat Airport so it would have been similar at the flying field. The wind strength was also increasing as the day progressed. I vividly remember my last flight with the Shoestring, I didn't think getting it down in one piece would be possible but as luck would have it survived okay.



The three amigos + I. From left Ken Thomas, Gordon Hicks, Glenn White and Murri Anstis.

I think all who flew felt a sense of achievement – gee can I really fly in those conditions. Phil Niewand had a difficult time landing his Corby Starlet on the last round; I think he had two or three attempts, the Corby getting violently bucked around on the approach as it neared the ground. It was my last flight next and I remember thinking should I

fly or not. On the final attempt Phil managed to bring the Corby in for a safe landing.

Now before we forget, we must acknowledge the organizers and helpers who without their input, the event could not be held.

To the organizing sub-committee and those who helped out during the working bee held the day before tidying up the field. The judges Murri Anstis, Glenn White and Ken Thomas Rounds 1 & 2, Murri Anstis, Ray Jackson and Graham Waterhouse Round 3 and Gordon Hicks for penciling the judges scores. Also thanks to Rick Pimblott for sitting on the computer all day tallying up the scores, Max Rowan on the flight line keeping the event moving, Pam Pimblott, June Waterhouse, Janice Pope and Graeme Allen for running the canteen.

A special note of appreciation to Rojs Hobbies for providing the OS120E first prize and supplying the other prizes at a very low cost. Also we must acknowledge the support received from RCM News. It is all very much appreciated.



The winners circle – 1st Neil Addicott (centre), 2nd Roger Carrigg (left) and 3rd Noel Whitehead (right).

We finished the last flight around 1.00PM and the presentations were made shortly afterwards.

1st prize was an OS120E FS motor won by Neil Addicott, 2nd prize an OS55AX motor won by Roger Carrigg and 3rd prize a set of 4 servos won by Noel Whitehead. (See further on in the newsletter for the results.)

It is tremendous to stress the point that there were no major incidents given the blustery conditions.

The event will be on again next year (26th October 2008) so make a note of it in your calendar. We look forward to seeing you there!

Geelong Open Day – 4th November 2007

You know the best way to end the drought is to put on a model flying display – it sure was the case for Geelong a couple of weeks ago. We know what work and effort goes into staging a public flying display and how disappointing it is when the weather turns against you. The forecast was for heavy rain and wind, however in spite of that Glenn, Roger, Rick & Pam made the effort to go down as Geelong always supports our events whatever the weather.



Heavy rain caused the Geelong Open day to be cancelled. The truck pictured sank into the car park and had to be towed out by a tractor.

When we left Ballarat there wasn't a breath of wind or rain but shortly after Buninyong the rain started and the wind was picking up. From about half way to Geelong the rain was very heavy and continued on all the way through Geelong and out the Queenscliff Road. The next worry was would we get bogged in Shepherds Lane which is the access road to the field. As suspected the access road was starting to get water across it and churned up from the passing vehicles. (On leaving we had to continue down Shepherd's Lane towards the bay as it was becoming impassable from the direction we came)

We had a good day out and enjoyed the breakfast and scones in the club house and a chat with the Geelong members. Phil & Gavin from Hamilton along with several others were there on the Saturday and did manage to have a fly. Ken Thomas (Keilor) went down with his fleet of aircraft in a truck which they slept in over night. During the night there was so much rain that the truck sank into the ground and got hopelessly bogged. They had to get a big tractor to pull it out as Geelong's grey fergy wouldn't look at it.

After a couple of hours at the field (and all the scones were gone) we left and had a delightful lunch at the Great Western Hotel in Geelong, then made our way home.

The event was cancelled not postponed so better luck next year.

VFSAA Comp/Rally – 10th/11th November 2007 By Glenn

This year it was decided early on that we would put in an appearance at the Albury VFSAA fun scale and rally. Unfortunately it coincided with the OS event at P&DARCS which no doubt led to a lower than expected number of entries.

It is a long trip so we made a long weekend of it. Rick, Pam, Roger, Wayne and myself (Glenn) traveled up there on the Friday afternoon. Al got his weekends mixed up and had to drive there on the Saturday missing the scale competitions.

We couldn't have wished for better flying weather, if anything maybe it was a little too hot. Both Saturday and Sunday there wasn't a breath of wind.

We arrived out at the field by 9.00 am to get our models set up and to register.

Albury must have one of the most picturesque sites in the State. If you get the chance it's well worth a visit, however they can keep their flies.



The colour control in Glenn's camera is okay – the purple is Patterson's Curse which is all over the countryside.

Since our last visit (about 4 years ago) the facilities have been upgraded substantially with new toilets etc so that the Nationals can be held there when they are run by the VMAA. With this in mind there has been a hard deck laid for control line as well as grass circles. The club house is very nice, plenty of shade and includes a beer garden out the back.

There was a reasonable turn out, seven models in ARF and eight in scale. Flying got underway with the ARF's, Rick flew his Macchi, Wayne his Ryan STA. and Roger his Shoestring. Other ARF's were Tony Gyoles Cessna Skymaster twin, Trevor Pugh's Staudacher, John Lamont's YAK 54 Aerobatic and Ian Lamont's Corby Starlet.

Trevor Pugh's Staudacher was the only casualty; on the landing approach the Staudacher touched down short of the runway in the long grass and ripped out the U/C of the lightly constructed model. Trevor wanted to repair it properly at home so decided to pull out of the comp.



The judges during the ARF rounds – Gary Sunderland, Graham Godden and Barrie Reaby.

The first round of scale followed, Roger flew his P39 and I (Glenn) my Cessna 195. Other models to compete in scale were Gary Sunderland's Albatross DIII, a small electric

Spitfire a turbine powered Grumman Panther, Neville Glew's large Corsair and Chris Henry's huge petrol powered Extra 300. (Glenn would like to thank Neville Glew for the use of his electric starter to get the Zenoh 62 in the Cessna 195 fired up.)

The runways being synthetic made it difficult to keep your model stationary prior to takeoff and also care had to be taken on landing if you didn't want to end up off the end of the strip.

Things were very layback so layback that we only managed to get two rounds in which was a shame, I would have given anything to give my first round away!



The Albury club has a long shade veranda over the pits and boy do you need it during the hot weather.



The Ballarat contingent with their models. The blue tracks are runways and taxi ways covered with discarded matting sourced from the nearby paper mill.

Sunday was a repeat of Saturday as far as the weather went and those flies were just as bad. A1 had made it up to Albury on the Saturday afternoon and joined us out at the field with his Piper Super Cub. Ballarat was well represented with eight models. The day was very relaxed, flying stopped just prior to 11.00 am to commemorate Remembrance Day.

There were only a couple of incidents over the weekend, Chris Henry's large Spitfire had a dead stick and landed heavily in the outfield. Gary Sunderland also had the misfortune to lose his motor in an awkward spot during the 2nd round of scale and when attempting to put the model down in the outfield he caught the top of a fence. Fortunately not much damage was sustained.

Rick had a case of dumb thumbs on a landing approach, put in the wrong input and cart wheeled his Macchi on landing. Wayne had an anxious moment on Saturday during the 2nd round with his Ryan STA while doing one of his "tricks", a 1/2 reverse Cuban eight. After going over the top inverted, Wayne got the throttle and elevator mixed up in an elderly moment and soon found that throttling off doesn't pull the plane out of a dive. Realizing his mistake at the last moment the Ryan pulled out with only inches to spare. (That's what a year away from flying can do!)



The Albury club beer garden during presentations.

Apart from the couple of mishaps we all had a great weekend. Due to the long distances a lot of us had to travel, the day was wound up just after lunch when the presentations were made in the beer garden.

Finally we must thank the Twin Cities Model Aero Club for hosting the event and the strong participation by their members.

Scale Results

Contestant	Model	R1	R2	Total
1 st Roger Carrigg	P39	2232	2247	2239.5
2 nd Chris Henry	Extra 300	2226	2220	2223
3 rd Glenn White	Cessna 195	2088	2352	2220
4 th David Balfour	Piper L4	2163	2256	2209.5
5 th G. Frauenfelder	Gru. Panther	2125	2037	2081
6 th Neville Glew	F4U Corsair	2013	2096	2054.5
7 th Gary Sunderland	Albatros DIII	1965	1596	1780.7
8 th K. Osborne	Spitfire	1425	1560	1492.5

ARF Results

Contestant	Model	R1	R2	Total
1 st Tony Gyoles	Cessna O-2A	2223	2244	2235.5
2 nd Roger Carrigg	Shoestring	2091	2115	2103
3 rd Ian Lamont	Corby Starlet	2082	1818	1950
4 th Rick Pimblott	Macchi	1857	1788	1822.5
5 th Wayne Goodwin	Ryan STA	1449	1680	1564.5
6 th Trevor Pugh	Staudacher	1982	DNF	996
7 th John Lamont	YAK 54	DNF	1611	805.5

Rally Results

Military Flying	M. Knight	NA-64 Yale
Military non-flying	G. Hall	C47 Dakota
Civil Flying	D. Balfour	Curtiss Robin



Coming Events

Xmas Raffle

The barrow and some of the prize content has been purchased and is now in Malcolm and Veronika's shop (Stitched Up-On Curtis – 75 Curtis Street). The club has bought the barrow (a lady friendly barrow this time) two slabs of beer and a bottle of red and white wine. Veronika is going buy some more Xmas stuff on behalf of the club to build up the prize.

It would be much appreciated if members could pick up some random Xmas item/s when shopping and drop into Veronika's shop. We've done this in the past and it's worked well. Please do so **early** because the better the prize looks the more likely people will buy the tickets.

As usual the raffle will be drawn at the Xmas party – it has now entrenched itself as part of the evening's entertainment.

Xmas Breakup Party

Our Xmas Breakup party has been booked for Friday night December 14th at the Blackhill Hotel. This is where we held it last year and it worked out quite well. Please let Glenn know if you plan to attend.



Amusing Email

Ya gotta' laugh!!!

A male patient is lying in bed in the hospital, wearing an oxygen mask over his mouth and nose. A young, student nurse appears to give him a partial sponge bath.

"Nurse", he mumbles, from behind the mask. "Are my testicles black?"

Embarrassed, the young nurse replies, "I don't know, Sir. I'm only here to wash your upper body and feet."

He struggles to ask again, "Nurse, please check. Are my testicles black?"

Concerned that he may elevate his blood pressure and heart rate from worry about his testicles, she overcomes her embarrassment and pulls back the covers. She raises his gown, holds his manhood in one hand and his testicles in the other.

Then, she takes a close look and says, "There's nothing wrong with them, Sir!"

The man pulls off his oxygen mask, smiles at her and says very slowly, "Thank you very much. That was wonderful, but, listen very, very closely....."

A r e - m y - t e s t - r e s u l t s - b a c k ?



Event Calendar

Nov 24th/25th Hamilton Display and Swap meet.

Dec 14th (Friday) Xmas Breakup Party.

2nd/3rd Feb 2008 APA Model Engines Trophy at Yendon.

Mar 28th - 30th 2008 South Pacific Scale Masters - Shepparton.

April 6th 2008 BRMFC Annual Display Day.

April 12th/13th 2008 Bowylie Large Model Scale Rally.

4th May 2008 VFSAA State Champs Large and Standoff Scale at Yendon

That's all for now. Good flying.

G.W & R.C.

Results of the ARF Scale Competition held at Yendon on Sunday October 28th.

Place	Entrant	Aircraft	Manufacturer	Final Score
1	Neil Addicott	Grumman Panther	Advanced Scale Models	427.0
2	Roger Carrigg	Shoestring	Great Planes	400.8
3	Noel Whitehead	Extra 300S	CM Pro	393.7
4	Peter Evans	Tucano 250 KTS	Pheonix	385.0
5	Robert Lauder	Extra 300	Great Planes	375.0
6	Phil Neiwand	Corby Starlet	Sportsman Aviation	352.7
7	Nick Katsikaros	Pitts Special	Advanced Scale Models	DNF
8	Phil Pope	Stearman	Seagull	DNF
9	Mark Radburn	Spitfire	Sportsman Aviation	DNF
10	Mark Radburn	Corsair f4U 5N	Sportsman Aviation	DNF
11	Rick Pimblott	Macchi Veltro 205	VQ	DNF

Red Bull Air Races, Perth, November 3rd and 4th.
By Nick Katsikaros. (Thanks for this excellent article Nick – Ed.)

The Red Bull Air Race is an event where aerobatic planes fly against the clock through an obstacle course marked by 20m high pylons. It has gradually become both more competitive and more popular since it started in 2001. The series came to Perth for the first time last year and this year was the last race of the year with the championship in the balance. I was offered a trip to Perth and a grandstand ticket; needless to say, I jumped at the chance.

Saturday I woke to the distinctive sound of an AT6 flying up the Swan River then over breakfast I watched a powered glider practicing aerobatics. This set the tone for the weekend. Perth has Langley Park in the heart of the city on the shore of the Swan River which is often used for airshows and this was where the grass runway and pits were located. The pits were open to the public on Saturday morning and I joined a long good natured queue to get in and drool on the planes.

The publicity guys were working overtime as you'd expect, with pretty girls, information cards, pretty girls, pilots signing autographs, pretty girls, and lots of clicking cameras. But the stars of the show were, without doubt, the 13 planes; ten Edge 540s, an MX2, an Extra300S and an Extra 300SR. Up close and personal you realise just how small and light they are with big engines and huge three bladed props. Typically the Edge weighs about 530kg and has a 310hp 6 cylinder Lycoming engine. The paint jobs ranged from Spartan white and black to full airbrushed works of art. In retrospect it turned out that the simpler the paint job the better the performance. Any of the planes would make a great scale subject!



While I worked my way through the throng for autographs from the leading pilots I noticed one enterprising guy getting the wing from an ARF Extra autographed. I wonder if that turned up on e-bay?

The afternoon saw two qualifying rounds with one pilot eliminated at the end of the day. In effect it was practice since the lone Extra 300S was sadly outclassed (overweight and underpowered), and over 10 secs off the pace. He only came close because another pilot fouled and lost 5 secs.

The racing has to be seen and heard to be believed. The planes dive in directly towards the grandstand, roar through the starting gate at 400kph then knife-edge left, right, left through a chicane immediately in front of the crowd. The first knife-edge to the left points the exhaust pipes directly at you and it feels like he's landing in your lap.

The race is two laps of the course through 20m high pylons over the river, with the pylons needing to be passed in either knife-edge or level flight according to colour with 5 secs penalty for being out by more than 10 degrees or above the pylon. Hitting a

pylon is a 10 sec penalty. The pylons are made from special sailcloth material that can withstand 60 knot winds and can be repaired in less than 3 minutes (I timed them at 2m35s on the day). Most importantly hitting a pylon won't pull down or damage a plane. On this weekend the pylons were hit 3 times; twice by planes and once by the filming helicopter. Apart from hitting the pylons or the water the other danger is a high speed stall if you pull too hard into a loop or turn. Two planes did this, the second during the final, and it was frightening to watch the planes simply move sideways through the air for a split second until the pilot caught it. All this just meters off the ground!

The planes are stressed for at least 12 g and the pilots often pull over 9 g in the race. This is incredibly demanding physically but only two or three of the pilots use a g-suit. The rest cope during a manoeuvre by tensing all their muscles to stop the blood rushing from their brain and causing a black out. All the pilots are highly qualified and are National Aerobatics champions at the minimum, which they all delight in demonstrating with their own favourite manoeuvre at the end of each race.



The danger of flying so close to the ground at high speed, high g and so close to the crowd (up to 500,000 people in Lisbon) is not to be underestimated. The plane and the pilots, in particular, are pushed to the limit but so far no serious accidents have occurred. Probably the worst "close calls" this season were in Budapest where Mike Mangold flew within 1.4m of the river and in Monument Valley where Steve Jones flew through the bottom quarter of a pylon only few meters from the ground.

We were entertained on both days by various air displays before, after and between the rounds of the racing. My alarm clock, the AT6, flew in formation with a Christian Eagle that literally flew circles around it. The display was fittingly titled "David and Goliath." There were also displays by the Roulettes, an aerobatic powered glider, a simulated dog fight by a formation of Nanchungs (Chinese trainers), and a Qantas 767 low over the river.



The location and weather was perfect, 30C and clear blue skies. The course was near the south bank of the Swan. From the main viewing area you look over the racecourse across the river to the grass runway and the city skyline. You could watch the pilots taking off with their own individual style, quite a few doing their best imitation of Glen’s Hornet with vertical rolls immediately after takeoff.

I was so enthralled that it wasn’t until the end of Saturday’s flying that I realised I hadn’t bought the hat and sunscreen on my shopping list and I was now a decidedly unhealthy shade of bright red! The next morning (after a night catching up with friends and pubs in Perth) it was straight to the chemist for sunscreen then the merchandising tent for a hat (most useful souvenir ever).

Sunday was crunch time for the championship. Paul Bonhomme (England) was just 2 points clear of Mike Mangold (USA) so a difference of 2 places in the finishing order was all there was in it. The first round of the day eliminated the 4 slowest pilots and ranked the final eight for a series of head to head knockout matches – quarter finals, semi finals, final - to find the winner.

When the qualifying smoke cleared the two championship contenders were placed 4th and 5th, meaning they were going face to face in the first quarter final. The championship would be decided in the next race in a head to head battle – a promoter’s dream. Mangold won it in style and celebrated with a series of snap rolls, spins and tumbles to make your eyes water.

But wait! There’s more! Mangold still had to win the semi final to get more points than Bonhomme. In the semi final Mangold flew against the underperforming Frenchman Nicolas Ivanoff in the high tech, built-for-air-racing, Extra 300SR ... and lost. So now Bonhomme is the champion – or is he? No. If Mangold wins the play off for third place then they finish level on points and it goes to a countback. Confused? Not as confused as the announcer. Ok ... if Mangold won the playoff for third they would finish the championship level, both on points and placings (incredibly each would have 3 firsts, 3 seconds, 3 thirds and a fifth) so the championship would come down to who has done better in the qualifying rounds over the whole 10 race season!!

Eventually Mike Mangold won the play off for third and won the countback for the championship; Paul Bonhomme took second; Peter Besenyi, the Hungarian “grandfather of air racing” third.

On the day Frenchman Nicolas Ivanoff fulfilled the promise of his high tech plane and won the Race, beating American outsider Michael Goulian in the final.

I escaped the weekend with a new cap, a suntan that is now peeling away and a lot of admiration for some incredible pilots and planes.



Paul Bonhomme’s Edge 540



Another Edge 540, displaying Frank Versteegh’s sense of humour.



The shape of things to come? Ivanoff’s race winning Extra 300SR



Ivanoff approaches turn3 at 370kph on the way to winning the final.



Mike Mangold’s Championship winning Edge 540



Winners are grinners. Mangold just wins the championship with the help of his mechanic, Bonhomme keeps a stiff upper lip (left), while Besenyi (right) takes third