



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – August, 2002

Committee 2002/2003

<i>President</i>	Matt Billett	<i>Returning Officer</i>	Rick Pimblott
<i>Vice President</i>	Glenn White	<i>Public Officer</i>	Roger Carrigg
<i>Treasurer</i>	Rick Pimblott	<i>Safety Officers</i>	Wayne Goodwin, Max Rowan
<i>Secretary</i>	Roger Carrigg	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Publicity Officer</i>	Graeme Allen	<i>Field Maintenance</i>	Max Rowan

The next meeting of BRMFC is to be held at Central Highlands Table Tennis Centre (corner of Howitt and Doveton Streets) on **Wednesday August 28th 2002** 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 afterwards.

Agenda Items for the next meeting

1. Working Bee
2. Field – Road Account
3. Field – Outstanding Jobs
4. Roy Gladman Trophy Round 2
5. Insurance on Large Models
6. Life Membership
7. Bus to Shepparton
8. Bus to Avalon 2003

AGM and New Committee

The Annual General Meeting was held on the 24th July where the activities of the club over the last 12 months were outlined. A few committee positions changed, most notably was the election our new President.

We welcome Matt Billett as the new president and thank the outgoing president Max Rowan for all the hard work and leadership that he put into the position during his two year term.

The new committee is tabled at the top of this newsletter as it always is in every edition. The other changes are the publicity officer (Graeme Allen), safety officers (Wayne Goodwin and Max Rowan) and the new position of field maintenance officer (Max Rowan). We thank those members for accepting the positions.

And now, a word from the President,

Firstly I would like to thank Max Rowan for his massive efforts of not only being President, but also for the time and efforts he has continually and tirelessly put into the club, and the "new field".

Also, thanks to Rick Pimblott and Roger Carrigg for maintaining the clubs business affairs in such a professional and efficient manner. Without the work that Rick and Roger have put into the club, I doubt that it would be in such good shape! I'm sure I will as the new President, be looking toward both of these men for guidance and assistance in different matters throughout my term as president, on more than one occasion.

I look forward to working with each and every member of the club, and even getting to know people a little better. I will endeavour to represent the club in the best possible light, and hope that we can all work together to build the club up further. It has gained a lot of momentum in the last 12-18 months, let's not lose it!!!! If there are any matters

of concern or subjects you would like to broach, please do not hesitate to approach me to discuss the matter.

Finally I'd like to thank all those members who voted for me, and had the confidence in me to represent the club at this level.

*Matt Billett
President BRMFC*



Points of interest from the last meeting

Remember, conditions relating to these issues/events may have changed since the last meeting.

1. **Field – Outstanding jobs**
 - a) **Tiles** – Tom Jobling has started laying the vinyl floor tiles in the toilet.
 - b) **Runways** – Need to remove the hump on the east/west runway where it intersects with the north/south runway and seed the runways. It was decided to hold a working bee on 1st September. (This was brought forward and held on August 18th)
 - c) **Firewood** – Need more firewood to be cut and stored.
 - d) **Water Leaks** – Max advised that he has rectification of the water leaks in the site hut in hand.
 - e) **Thistles** – Glenn White advised that he will bring out roundup and sprayer and gradually kill the thistles that are potential hazards to wayward aircraft.
 - f) **Wood heater** – Wayne Goodwin stated that he has been trying to get a free second hand wood heater from the Haymarket but to date without

success. It was agreed that the current wood heater will see winter out.

- g) **Chinamans Cap** – Glenn said that he will fit the cap on the wood heater flue ASAP.
- h) **Road In** – Require some blue metal to fill depressions in surface of track in.
- i) **Gate** – A post to lock gate to when open would be more convenient than the rock.
- j) **Trees** – Murray Anstis has some trees to plant. Require star pickets and mesh to protect them from the sheep. Murray said that he has some wire that will do the job. Rob Beardall stated that he has some 1 ½” x 3/16 gal strap that could be used to offset cost of star pickets.
- k) **Container keys** – Max asked for an update of who has a key. (Hugh McCormick, Roger Carrigg, Max Rowan have keys)

2. Sausage Sizzle

The Secretary advised that permit applications have been sent off to the City of Ballarat for the two proposed sausage sizzle fund raisers.

3. Large Model Inspectors

Col Pinkerton raised the question as to whether Large Model Inspectors are covered under the MAAA public liability policy. Col was drawing a parallel to Car Club Inspectors who have found that they are not covered under their insurance.

4. Life Membership

Noel Findlay nominated Max Rowan for life membership. Wayne Goodwin seconded the motion. During the ensuing discussion Glenn White stated that we should not nominate any more members for life membership given our small membership and that we already have four life members. It was decided to hold the matter over until the next meeting to give everyone time to consider the motion and its implications.

5. Membership Fees

The Treasurer advised the meeting that a \$5 administration fee applies if fees are not paid by 31st July.



Membership

Our membership is quite strong this financial year with 33 members on the books. Anyone who has not rejoined yet, please do so ASAP. Remember you cannot fly at our field or any other club field without being a member of a VMAA affiliated club primarily because you have no public liability insurance.

In next month's newsletter we will include the club membership list. If anyone doesn't want to be included please let me know. (Might be being chased by ex wives, lovers, the taxman)

On another note, could members supply the Secretary Roger Carrigg with their estimate of when they first joined the club, so that it can be recorded in the club database. Unfortunately joining dates have not been recorded and therefore we do not know how long each of us has been a member. The Secretary can be contacted by email at

roger@startek.com.au, via postal address 11 Lawrie Drive Alfredton 3350, or out at the field.



VMAA Executive Committee

The VMAA Executive Committee for 2002/2003 is:

<i>President:</i>	Darryl Gunst
<i>Vice President:</i>	Murray Ellis
<i>Secretary:</i>	Chris Caulcutt
<i>Treasurer:</i>	Rob Till
<i>Contest Admin:</i>	Graham Scott
<i>Ordinary Members:</i>	Ron Ericson, Ron Bird, Brian Dowie, Roger Chapman

We should all be very appreciative of the time and effort that these people put into the administrative side of our hobby. It takes a lot of dedication.



New Models seen at field

We saw a brief appearance of Peter Barnett's new low wing sport machine on the day of the aerobatic competition. This is another one of Peter's own designs. His test flight was interrupted prematurely by motor failure soon after take off. We expect to see the model again shortly where we hope to get some more info and perhaps a photo.

News Flash!! We have heard from the horse's mouth that Brian Johnson has finally repaired his Douglas Invader and re test flown it successfully. Model will make its third debut at Shepparton.



Crash Report

It all happened on Sunday 11th August, the day of our Roy Gladman aerobatic competition.

Before the competition commenced Max had a practice flight which he shouldn't have had. To be fair the weather was dismal with a howling gale, very overcast and dull. Max was practicing one of the maneuvers and unfortunately he lost orientation in the dull conditions. The aerobatic pattern ship spiraled towards the ground with Max trying to determine which way it was going. Had he had a few more feet he would have been able to save it. Model suffered irreparable damage.

Peter Barnett was the next unfortunate. After completing his first round of the competition Peter messed up his landing in the turbulent conditions. Model stalled, flipped over and cartwheeled breaking one wing and stress fracturing the fuselage around the nose. Model is repairable and we expect to see it flying again.

The most spectacular crash that we have seen for a long time was Rick's 72" Extra 300. Half way through his second round Rick lost radio contact with the model. It

then proceeded to fly at full power into the ground just beyond the large cypress trees to the west of the runways. On arrival at the crash site the wreckage covered not a large area but other than the fin and horizontal stabilizer nothing was recognizable. There would not have been any pieces larger than a match box. Glenn who went to help Rick pick up the pieces saw the tank sticking out of the ground and went over to pick it up. On trying to do so he found that it was still attached to the firewall and engine which was a good 6 inches underground. (Good job the ground was soft). Needless to say this model will not be seen again.

Another pilot to have difficulty landing in the wind was Rob Beardall. After completing a successful round with his old Hustler Trainer he also cartwheeled on landing behind the judges on the other runway. Model sustained minor damage to fuselage and tail plane.

We haven't heard of any other crashes. We have to give the above full marks for participating in the club competition even though the weather made flying difficult. We have all had crashes. Our commiserations go out to all, particularly Max and Rick on losing their models.



Tips & Tricks

Hinging

Hinging is always a downer when building a model. And the biggest dilemma that most of us face is how NOT to get (or as it happens LET) glue seep or get into the hinge pin, and therefore, making it insanely stiff and sometimes even unusable!!

A quick and effective way to remedy this problem is with good hinge preparation. All you'll need is a little vaseline, some 30 minute epoxy (no less!!), a tea spoon, a lighter, a little metho/alcohol (not the drinkable type!!) and a clean lint free cloth/rag.

This method can be used on ANY type of hinge (except for those "pesky" CA type hinges we shouldn't be using anyway) and works particularly well on the Robart type.

Before you get right into it, clean BOTH sides (ends) of the hinges you wish to glue in place. You can use the metho/isopropyl alcohol to do this and let them dry thoroughly. Of course make sure your own fingers are clean and free from grease etc. Ensure all holes/slots are ready to go and if you want to do a "dry" run in each hole/slot, NOW is the time to do it.

The next step is to bend all hinges so they're at the smallest angle possible. Melt the vaseline in the teaspoon (obviously heating from below with the lighter) and ensure it gets nice and hot. Touch the HINGE LINE on the surface of the hot vaseline and work the hinge once or twice to ensure the vaseline gets into the hinge pin before it sets. Wait a few seconds until it solidifies and place it on the table. Because the vaseline solidifies, it means that it is contained in the area that you need it to be in, not all over the gluing surface! All you need to do now is to mix your 30 minute epoxy thoroughly, on a clean surface and

carefully wipe it on BOTH sides of the hinge, and if it is the flat type making sure you fill the little holes in the hinge, or wipe it into the grooves of the Robart until they are filled with epoxy. I ALWAYS like to put a bit of epoxy onto the end of a piece of 2/56 wire and wipe it around the hinge hole in the surface/wing/stab etc, to ensure a good bond when the hinge is pushed in. Then all you do is simply push the hinge into the hole/slot and wait for it to go off. Repeat the same for the control surface to be glued on, and "Bob's your uncle!!"

Some people like to use aliphatic resin to glue in hinges and this should be OK, but make sure if you are using the Du-Bro type flat hinges that you "scratch" BOTH sides of the hinge first with some sand paper to give the glue something to bond to. Aliphatic is probably the easiest to use due to its easy clean up, but I think epoxy is much stronger, and it seems to bond better to the actual hinge.

Remember that the isopropyl alcohol is used to wipe any excess epoxy off after the hinge is pushed in, and this is available from any pharmacy for about \$15/600ml bottle, and lasts for ever!!!!!! The need to use 30 minute epoxy or longer, is so that the epoxy has time to penetrate the wood it is being glued to, and really "grab hold" of it to ensure a secure hinge.

Last but not least, DON'T FORGET, when you go out to the field each weekend to have a fly, give EACH and every control surface a good "tug" (and of course everybody does this, don't they???), to check that the glue/hinge or otherwise, hasn't given way!!

Hope the above info is useful, and remember that the hinge joint is only as good as the preparation that is put into it!!!!!!!!!!!!!!

Matt

Remember, when flying inverted,
Down is up, and up is expensive!!

Thanks Matt for this excellent article (*Ed.*)



Events

Roy Gladman Round 2 Aerobatics

I don't think we could have picked a worse Sunday weather wise. The weekends before and after have been quite reasonable. Day was very overcast with a strong northerly wind making conditions extremely difficult for pilots and judges. However there was a better than expected turnout. Eight pilots registered and we managed to get in two rounds before the rain. Maybe if there had been a third round there would not have been any models left as the attrition rate was rather extreme (see crash report)

The scoring was close. Wayne has made a marked improvement over the last 12 months by coming second.



Rob Beardall who only soloed about 3 months ago managed to complete all the maneuvers with his Hustler Trainer. Max made a valiant effort using the Club Trainer as a backup model after losing his pattern ship before the event. (Don't forget the \$2 flight fee)

Glenn came first flying his old trusty Hornet, Wayne was second with another Hornet, while Peter Evans came third. While the provisional scores changed slightly after entering into the computer the overall result did not change. See the score sheet further on in the newsletter for all the results.



You're making me nervous Graeme!!

Many thanks to the judges; namely Hugh McCormick, Graham Waterhouse and Murray Anstis for their dedication under arduous conditions. Another big thank you to Pam Pimblott for organizing and cooking the BBQ lunch.

Even though the weather was not the best we had a great day with an exceptionally good turn up. During lunch a head count was done and we had over twenty people in the shed. These events are well worth joining in.

The next round is towards the end of the year and is the scale event. So all you scale enthusiasts put some thought into getting a model ready.



Field Improvements

The working bee held on Sunday 18th August was well attended (14 workers) and we managed to get a lot of work done that needed doing before the warmer weather arrives.

The main purpose for holding the working bee, was to top dress and seed the runways.

Murray Anstis also planted several gum trees around the buildings complete with mesh guards to keep the sheep off. Murray has been nurturing the trees in pots at home in readiness for planting. Many thanks to Murray.



Murray planting the gum trees and getting invaluable advice from Graham Waterhouse. Watch out for your foot Murray.

We had the top soil which we saved when the runways were graded and we were fortunate to have the seed donated by Stephens Pasture Seeds in Wiltshire Lane. (This was donated because Jim Stephens was so impressed by our display put on for the Victorian Classic Car Club earlier this year.)

We must have moved twenty trailer loads of soil on to the runways after seeding. Rob was loosening the pile of top soil with his rotary hoe and Max was loading the trailers with the little front end loader generously supplied by Coates Wreckair Hire. The rest of us were then spreading the soil from the trailers onto the bare patches in the runways. Some (no names mentioned) had a sit down job driving the tow vehicles. Unfortunately the weather turned against us making the soil too wet to roll and unfortunately the runways are now unusable. We will remedy this as soon as the weather permits.



You wouldn't want to pay them by the hour!!

In the mean time anyone wishing to fly will have to use the third runway or the center triangle which is not too bad. Do not attempt to land in the pits. All safety rules still apply.

We estimate that the grass will take three or four weeks to germinate making all our efforts worthwhile. We will then be looking for volunteers to cut it!!!!



Coming Events

Shepparton Mammoth Scale Fly-In

The next trip away is the Shepparton weekend which is now only one month away. Anybody planning to go, should contact Roger or Glenn. To date we have quite a contingent from the club who are going and have already booked their accommodation. Several are going on Friday afternoon. If you are planning to fly, your model must have a wing span of 80 inches or more. Biplanes it is 60 inches. If you haven't been before this event is well worth seeing. It attracts some of the best models in the country.

Sausage Sizzles

We have two sausage sizzles booked for later this year. The two that were held last year were very successful and helped to top up the club coffers. The location on both occasions is outside the **Sebastopol Safeway** Supermarket on the mornings of Saturday **5th October** and Saturday **16th November**. If you can spend a couple of hours and help out it would be much appreciated. In any case it is a bit of fun, you can have a few jokes with most people.

If anybody has any other ideas for fund raising then please let your thoughts be known.



Event Calendar

Sept 21 st /22 nd 2002	Mammoth Scale Fly-In – Shepparton.
October 5 th /6 th 2002	Sunrasia Fly-In – Mildura.
October 5 th 2002	Sausage Sizzle – Safeway Sebas.
November 16 th 2002	Sausage Sizzle – Safeway Sebas.

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

Roy Gladman Perpetual Trophy - Scores Round 2 Aerobatics (11th August 2002)

Contestant	Aircraft	Round 1	Round 2	Round 3	Total	Remarks
Glenn White	Hornet Enya 45	775	805	0	1580	
Wayne Goodwin	Hornet OS 46FX	773	738	0	1511	
Peter Evans	Extra 300 OS 46FX	761	744	0	1505	
Roger Carrigg	CAP 231 OS 91 FS	714	775	0	1489	
Max Rowan	Club Trainer	569	691	0	1260	
Rob Beardall	Hustler Trainer Webra 60	507	681	0	1188	
Rick Pimblott	Extra 300 72" span	608	534	0	1142	Crashed mid way through second round due to radio failure
Peter Barnett	Own design low wing sport	681	0	0	681	Crashed on landing after first round



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