



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – February, 2003

Committee 2002/2003

<i>President</i>	Glenn White (Acting)	<i>Returning Officer</i>	Rick Pimblott
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<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 February 26th 2003** 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. Annual Display
2. Life Member Protocol
3. Roy Gladman Round 1 Novelty
4. Field Maintenance
5. Temporary Food Premises Kit

Fire Danger

Please be very careful at the field during this extremely dry period. **Don't drive vehicles over any areas where the grass is long because a hot exhaust system could easily start a fire.**

Vehicles must be confined to the driveway and the parking areas around the facilities.



Points of interest from the last meeting

Please note: Some of these items/events may have changed since the meeting.

1. Mower

Max Rowan reported that the motor is still good on the gang mower. Both mowers are still working okay.

Hopefully they will survive for another year. As has been reported at previous meetings it is not worth spending a lot of money on the existing mowers; just enough to keep them going until they can be replaced.

2. Avalon Bus

The club has hired a bus from Davis Bus Lines at a cost of \$350 to take us to the Avalon Airshow on Sunday 16th February 2003. It will leave the Davis Bus Lines depot in Norman Street at 7:30AM.

After some discussion it was decided to set the ticket price at \$15. The club will provide some refreshments for when we get back to the bus after the show.

Murray Anstis at Top Gun has agreed to run the booking list. Remember, seats are not booked unless they have been paid for.

On previous years this has been a very successful event and it is a very relaxing way to get to the show. Buses get priority entry into the car park and it is right near the entrance where tickets can be purchased.

3. Life Member Protocol

Tom Jobling reported that he has had trouble with his computer and was unable to access the *Life Member Protocol* document. Further discussion was held over until the next meeting.

4. Annual Display 30th March 2003

The following points were made through general discussion.

(Max Rowan and Graeme Allen are joint coordinators).

1. **Raffles** – Suggested that we run two raffles to coincide with the display. One targeted at the general public and the other for aeromodellers. It was decided to book Wendouree Village again to sell raffle tickets and promote the display. *Action: Tom Jobling to contact Wendouree Village and book Saturday 15th and 22nd March. (Tom has since advised that Wendouree Village has been booked for the days requested at the location near the front entrance)*
2. The first raffle will be along the lines of the Xmas Raffle. A Wheel Barrow full of Easter items to the value of \$250. Tickets \$1 each
3. Murray Anstis of Top Gun offered an ARF Trainer kit for around \$150 for the other Raffle's first prize. Second prize a Dinner for two (to be arranged) and third prize a \$30 voucher from Top Gun. Tickets \$2 each. *Action: Roger Carrigg to design and print raffle tickets*

This has changed. We are now running a single raffle with an Easter theme to be drawn at the annual display.

4. \$100 allocated to buy pilot 'goody bags' from Top Gun.
5. **Temporary signage** permit required from the City of Ballarat to erect our advertising signs at the designated locations around the City.
Action: Roger Carrigg to contact City of Ballarat Compliance Department for permit.
6. **Advertising** through Community Service announcements. The following need to be canvassed.
 - a. Prime TV
 - b. 3BA
 - c. 3CV
 - d. WIN TV – Murray Anstis to follow up. They have previously indicated that we cannot get the free advertising time that we have had in the past.
 - e. Courier and Ballarat News – Tom Jobling to follow up. *(Tom has since advised that we will get something from them)*
 - f. 107.9 FM
 - g. Ballarat Events and Beyond – Roger Carrigg to contact and drop in some advertising flyers.
7. Send out invitations to pilots and include the advertising flyer.
Action: Roger Carrigg to send out invitations using list of names compiled from previous events.
8. **Advertising Flyer** – Decided to modify last year's flyer and add note that a *Swap Meet* tent will be set up.
Action: Roger Carrigg to modify flyer and get Graeme Allen and Rick Pimblott to run off copies.
9. **Gate entry** – After some discussion it was decided to set at \$3 per person or \$5 per car load.
10. Contact the Fiskens and let them know about the display. Let them know that we are prepared to do the catering this time.
Action: Max Rowan to contact Fiskens
11. **Ultra Light Aircraft**
Action: Max Rowan to contact Ultra Light Pilots to see if they can come.
12. **Car Park** needs to be cut. The area that we used last year was deemed satisfactory.
13. **Sound System** – Hugh McCormick offered to contact Craig Butterworth.
14. It was decided to hold a meeting on Wednesday 12th February at the home of Roger Carrigg to discuss progress. Those to attend the meeting are:

Glenn White, Max Rowan, Graeme Allen and Roger Carrigg.

5. Field Maintenance

Max Rowan advised the following

1. Gate has been fixed. Dry weather has made it difficult to lock.
2. A sign needs to be put up in the shed to remind members to water the trees during the dry period.
3. Max R. is to make the fence in front of the sheds more permanent.
4. Max R. has a proposal to move the runways further out from buildings and maintain a large triangular area with the runways cut shorter to define them.

6. Roy Gladman Round 1 Novelty

Glenn White stated that due to the possibility of some of our members attending the Scale State Champs at Shepparton on 23rd February it was decided to move the date to 2nd March 2003. Some of the rules will be changed slightly to make the scoring fairer.

7. Raffle Equipment

Given that the club runs at least two raffles a year and prints its own tickets a proposal to purchase a guillotine and perforator was submitted by Roger Carrigg and Glenn White.

The meeting agreed to the request to purchase the items expected to cost around \$100.

Action: Roger Carrigg to purchase items.

8. APA Model Engines Trophy 1st/2nd February

Roger Carrigg stated that Henry Hutchinson (APA) would make contact a few days before the event to give an indication of how many pilots are expected to attend. It was decided to offer breakfast for our visitors on Sunday morning around 8:30AM.

9. Wind Meter

Max Rowan reported that Rob Beardall has constructed a wind meter. Many thanks to Rob for his clever work.



New Members

On the 16th February, during the APA event the club membership swelled by three.

The club takes this opportunity to welcome James Wylie as a member of BRMFC. James lives at Warrenheip and was formerly a member of the Golden Plains Club. We wish James every success in his aeromodelling endeavors.

Joining on the same day as associate members were Phillip Pope and Janice Murphy who live at Teesdale. Phillip and Janice are members of the Geelong club and are also members of the APA. We also welcome them into our club and hope they visit the field regularly.



New Models seen at field

On Sunday 19th January Matt Billett test flew his new ARF pattern ship the Majestic. Model is small to medium sized with a YS 63 four stroke engine which gives it more than ample power. Matt was pleased with the way it held knife edge and its vertical performance.



Matt's Majestic pattern ship. Looks great!!

This must be the trend of things as two weeks later Max brought out his birthday present to himself which was also a pattern model.

Model is an ARF pattern ship powered by a OS 90 four stroke. After a hair raising test flight, all controls were backed off to the manufacturer's recommended travels. Model then behaved itself and flew without any vices. Max hopes to gain his Gold Wings with this model.

We were expecting to report on Graeme Allen's Stinson this month but again problems prevented this event. Some crap about the engine wouldn't run. !!!!!

Early this month Rob Beardall had his new low wing sports model test flown by Glenn. Model which is powered by a Webra 60, climbed violently as it left the runway, but settled down once it gained flying speed. Subsequent takeoffs have been much smoother. This is Rob's first low wing and he is finding it not quite as easy to fly as expected. But we are sure that with a bit more practice he will master it as he did with his first model.



Crash Report

What a weekend the 18th/19th January was for crashes.

First up was Glenn on the Saturday. Whilst practicing for the Roy Gladman weekend, Glenn was helping Wayne to get the most out of his Hornet doing the 20 second climb and glide. Glenn got caught due to the fact that Wayne's Hornet was much heavier than his and required a lot more forward speed to remain flying. The Hornet got too slow too low, spun into the ground and was written off. Glenn has since been working feverishly building a couple of new Hornets.

The next crash on the same day is one that we don't like to read about in the fact that it was a student pilot's model. Tom Jobling and his Grandson were taking turns on the

buddy box system with Roger in command flying Tom's high wing Hustler Trainer.

For what ever reason whilst model was at a substantial height and distance away something was seen to break away from the model. Roger immediately took control to try and save the Hustler but it was very sluggish on elevator response and was zooming erratically. Model was turned and heading back towards the runway when all elevator control ceased and the Hustler unable to flair impacted the ground at about a 30 degree angle. Major damage was sustained but Tom hopes to have it flying again shortly.

On examining the wreckage it was found that the port horizontal stabilizer was missing. Unfortunately it was the side that had the elevator horn attached, hence the lack of elevator control. We don't know why it broke.

The following day it was Max's turn. After repairing his CAP which is powered by a Webra 75cc petrol motor and meticulously getting the CofG right (the cause of the first crash). The engine was fired up the controls were checked and the model took to the air and every thing looked fine but unfortunately during the climb out the motor stopped. By this time being such a large model and powerful engine it was a considerable distance away. Max elected to keep model into wind and try for a soft landing in the paddock on the other side of the road. It was a hard landing and considerable damage was done to the landing gear and one wing. On examination it was found that the carburetor was loose.



Tips & Tricks

Don't loose those springs in the regulator. (Sorry Wayne)



Events

VFSAA Scale Rally Werribee

Glenn White, Wayne Goodwin and Roger Carrigg attended the VFSAA Scale Rally held at Werribee on Sunday 19th January 2003. The weather was warm to hot with light winds. The event was well attended and seemed to be run in conjunction with normal Sunday fliers.

Unfortunately I (Roger Carrigg) was unable to get the engine in my Cessna to run properly. Something wrong with the fuel pump or regulator on the OS 120FS. Wayne and Glenn managed to get a few flights in. A mini competition was run in the afternoon and I joined the judges' ranks.

APA Pattern Event – BRMFC

On the weekend of 1st/2nd February we hosted the APA (Australian Pattern Association) Model Engines trophy at our field.

It was very well attended by the members of the APA who are dedicated to flying aerobatics which they do extremely well.

Henry Hutchinson is their Contest Director and he came up on Friday afternoon with the intention of laying out the field to accommodate the two flight lines. Unfortunately Henry had some trouble getting in to the field because the gate was locked. After a few quick phone calls he went up to Rob Beardalls's place which is just 3 km up the road towards Yendon to get a key.



Note the two flight lines. Pilots are standing about 80m apart using the same flight direction. An interesting concept for the scale flyers!!!!

Saturday morning saw some low cloud and drizzle but it soon lifted while they were setting up and doing test flights.

Our main involvement was making sure that the field was clean (no sheep dung) and providing the refreshments throughout the weekend.

We ran a barbecue lunch on both days and bacon and eggs for breakfast on Sunday morning around 8.00PM onwards. Tea and coffee making facilities were on a help yourself basis throughout the weekend which suited everybody.



Pam and Glenn cutting up the onions for the lunch time barbecue. Roger supervising. (Somebody has to).

There were four classes of flyers contesting the event based on their progress through the ranks. The classes are Sportsman, Advanced, Expert and Masters. There was 1 entrant in Sportsman, 7 in Advanced, 10 in Expert, and 8 in Masters, a total of 26 entrants.

All of the flyers managed to do their six flights for the weekend which is a combined total of 156 judged flights. This is no doubt attributable to the disciplined way they run the event under Henry's guidance.

From my understanding they break themselves into two groups. While one group flies the other group does the judging and scoring etc. Then they swap over. It obviously works very well which enables them to get through such a lot of flights. The models are about 2m wing span and are powered by engines such as the OS140FX, and YS140FS. They were all very well prepared, looked great and flew very smoothly with heaps of grunt in the vertical climb.

The weather was very kind to us, with light winds and about 25 deg both days. Given the extremely hot weather that we had prior to the event it was a worry that it may have been a fire ban day which would have cancelled the event.

Many thanks go to Rick and Pam for organizing the food. It is not easy having just the right amount on hand. Also thanks to Glenn and Wayne for manning the barbecue and to all the other members who came out to lend a hand.

Hugh offered his workshop to one of the visitors on Saturday night so he could make minor repairs to the retract gear mount in the wing.

We look forward to hosting the event again next year. The APA members were very friendly and appreciative of our support for their event. It is good to see so much flying and no incidents other than one or two engines outs resulting in landing in the out field.

Avalon Airshow – 16th February

Several club members and their families took advantage of the bus that the club hired to go down to the bi-annual air show at Avalon. Unfortunately only 27 were on the bus which was not as many as we expected, but the club broke even on the event. I think all who went enjoyed the day immensely. Next time we should consider whether Saturday would be better than Sunday.

The theme at the event this year was the centenary of flight, with aircraft ranging from Wright Flyers through WW1, WW2, right up to the modern day jets, which are awesome to watch.

After arriving around 9:15AM, we elected to meet back at the bus by 5.00PM. The display flying ceased at 4.00PM and from then on there was a constant departure of aircraft.

The VMAA had an exhibition and was conducting display flying throughout the day in an area well back from the main runway.

By the end of the day everybody was pretty well worn out and enjoyed the refreshments that we had bought for the trip home.

Temporary Food Premises kit – 18th February

Ballarat City Council launched its new policy on the issue of temporary food stall permits on Tuesday 18th February at 10:30AM in the Trench room at the Town Hall. I (Roger) attended although there wasn't much information to be gained however I picked up the kit which outlines the new regulations. I booked us in for an information session

on March 18th at 5:30PM which Glenn will attend. I did get a free sausage and onions which I must say was very well cooked. In a nut shell it seems that someone in the organization must have attended one of these information sessions before a temporary food permit will be issued. This applies to our open days and sausage sizzles.



Coming Events

Roy Gladman Round 1 – Novelty

It has been hard to nail this event down. It now seems that the best weekend is the Labour Day weekend which means that we can fly either **Sunday 9th or Monday 10th March** which is a public holiday. It will come down to which day suits most people.

The events are:

- | | |
|---------------------------|-------------------------|
| a) 2 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 food. There is no reason why any member who can fly solo cannot participate in this event. The rules will be pinned up on the notice board shortly to enable time to practice if required.

Geelong Open Day 23rd March

We would like to encourage our members who are competent flyers to support Geelong's annual open day at their new field in Shepherds Rd Mannerim. Their open day is the week prior to ours. It is important that we support each others events. Even if you don't want to fly try and make it down there for a look.

BRMFC Annual Display 30th March

Probably the most important date on our calendar is fast approaching. We have a display committee organized and they are taking care of the arrangements. This year we will also be doing the catering which adds another dimension to the workload. Things don't just happen by themselves,

we have to thank the committee members who are organizing everything. ie. Advertising, food, permits, toilets, sound systems, displays, field preparation, invitations, trophies, prizes, ultra lights, car parking, fire brigade, Tx pound, tents, the list goes on. The day needs to be successful as this is what keeps our fees as low as they are. With this in mind we encourage you to lend a hand on the day. Many hands will be needed, so try and make yourself available on the day.

Seeing as we are doing the catering maybe with a kind word to your wife or partner they may be able to make some cakes or slices that can be sold from the canteen.

As usual we are running a raffle to coincide with the event. Seeing as the Xmas one was so successful we are running it along the same lines but with an Easter theme.

We will be relying on the members to sell as many as possible. We have booked two days at Wendouree Village (Saturday 15th and 22nd March) to promote our display and sell raffle tickets. If you are able to spend an hour or two, please contact Glenn or Roger so that we can organize a roster.



Event Calendar

Feb 22 nd /23 rd 2003	State Champs Scale – Shepparton.
Mar 1 st /2 nd 2003	State Champs Old Timer – Haddon.
Mar 9 th or 10 th 2003	Roy Gladman Round 1 – BRMFC.
Mar 23 rd 2003	VFSAA Fun Scale Rnd 1 – Keilor.
Mar 23 rd 2003	Annual Display – Geelong.
Mar 30 th 2003	Annual Display – BRMFC Yendon.
Apr 6 th 2003	Annual Fly in – Boundary Rd MARCS
Apr 12 th /13 th 2003	VMAA Trophy – Pakenham P&DARCS
Apr 25 th -27 th 2003	WW2 & Military Scale Event at Wagga.
May 4 th 2003	VFSAA Fun Scale Rnd 2 – BRMFC.

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



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