



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – November, 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 November 27th 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. Roy Gladman Round 3 – Scale
2. Avalon Bus
3. Life Member Protocol
4. Annual Display
5. Field Maintenance – Sign Off
6. Xmas Party

Points of interest from the last meeting

Remember the status of some of these events/activities may have changed since the last meeting.

1. Life Member Guidelines Report

Tom Jobling reported that there is still a lot of work to do regarding the wording and titling. It has to be merged into the existing constitution. Hopefully within the next month or two the sub-committee will have a full report to present to the meeting.

2. Avalon Bus

Roger Carrigg presented the following report.

Rang Peter McMahon (Davis Bus Lines) on Monday night and asked about hiring a bus to the Avalon Airshow. I said that the last time (18th Feb 2001) we hired a 57 seat bus for \$340 cash. Peter said that he would be able to do it and would get a price.

I rang him on Tuesday night and he said it would be \$350. Not sure of the exact date but it would be the Sunday.

The meeting decided to hold over until next meeting while awaiting price from Gold Bus Lines through Rob Beardall

Action: Rob Beardall to get price for bus from his contact.

3. Interclub Day – Sunday 27th October

The Secretary reported that he contacted Rob Hutchings (Haddon Club) just before the meeting. Rob stated that it was brought up at their meeting. He said that the Haddon club members normally fly on Saturday and that getting out on Sunday would be difficult for many. However two or three indicated that they would come.

The meeting decided that irrespective of the turn up from the other clubs we will still have a BBQ on the day. Matt offered to get some sausages. What is not used can be frozen and used again.

4. Dereel Spring Wing Fair – Request for flying Display

The Secretary reported that we have received the Public Display Permit from the VMAA. However the reply listed the flying location as our club field. An email has been sent to the VMAA Secretary clarifying that we are indeed flying at Dereel.

Glenn White, Matt Billett, Graham Waterhouse, Peter Evans, Wayne Goodwin, Murray Anstis and Roger Carrigg indicated that they would attend. It must be stressed that the flying site is very tight and that safety is the prime consideration.

The date is Saturday 16th November. We need to be there between 9:00 – 9:30AM to get a good static site location.

5. Sausage Sizzle – 16th November

Unfortunately our next sausage sizzle at **Safeway Sebastopol** is on the same day as the Dereel Spring Wing Fair.

Max Rowan has once again offered to organize the sausage sizzle. Rick Pimblott, Gordon Hicks and Peter Barnett also offered to assist. This is a very important fund raising activity and we thank those members who can donate their time.

6. Annual Display – March 30th 2003

Graeme Allen and Max Rowan were appointed as joint coordinators.

7. Site Inspection

- a) Now that Tom Jobling has fitted the skirting boards, the toilet is now complete.
- b) We need to mark out the car park area. It was suggested that we use old tyres. The plan approved by the Council specified a hard stand for the car park. Hopefully we can circumvent the need for that by marking out the car park with tyres.
- c) In the interests of safety, we need to encourage parking on the east side of the club house to stop encroaching on the North/South runway.
- d) **Relocation of Bus Shelter** – It was suggested that the bus shelter be relocated adjacent to the garage on the west side.

8. Xmas Party

a) Venue

The meeting thought that we should go to the Buninyong Hotel again after the success of last year's event. Last year we booked for 25 and 30 turned up. It was thought that we should book for 35 this year.

A quick look at a calendar and **Saturday 14th December** was set as the date.

Action: Glenn White and Roger Carrigg to call in and book this Sunday.

b) Xmas Hamper

Glenn White suggested that we have a bigger hamper this year and start selling earlier. Some ideas were thrown around such as Graeme Allen's idea of buying a trailer and filling it with Xmas goodies. That was thought to be a bit too grand; Wayne Goodwin then suggested a wheelbarrow. The meeting agreed and a budget of \$100 for the barrow and \$150 of Xmas goodies was set.

Ticket pricing was then discussed with some in favour of \$1 per ticket while others opted for \$2. A show of hands (9/4) decided on \$1 per ticket.

9. Donations

- a) Graham Waterhouse kindly donated two electronic gas lighters for the club house so that we do not have to rely on matches to light the gas burners. Many thanks Graham. *There was also a mysterious packet of little pink plugs.*
- b) Rick Pimlott also donated \$5 to the club which was profit from the sale of the beverages that he can obtain. Thank you Rick.



Christmas Party



It's on again. We have managed to get the same venue as last year. The Crown Hotel Buninyong has been booked for Saturday night on the **14th December** starting at 7.00PM. Everybody is welcome, and if it is anything like last year it will be a good fun night. Don't leave it too late and risk missing on a good night. Ring **Glenn** on **0412 641 188** to confirm your booking.



Christmas Raffle

We have a great prize this year. It is barrow load Christmas Booze and Food complete with a quality barrow to the value of \$250.

We have started selling raffle tickets at the sausage sizzle and Dereel but we require all members and their friends to sell as many books as possible. Tickets are \$1 each and you have received your first book of ten with this newsletter.

We only have until December 14th, so please support the club and sell as many books as possible.



New Models seen at field

Rick has assembled the ARF model that he won in the raffle at Shepparton. The model is an RV 4 sports model. On the first test flight Rick had engine problems so he didn't get a chance to get a feel of it. He has since changed the engine and re-flown it successfully. As expected the model flies quite well.

Last weekend (10th Nov) Glenn took his Bearcat out to the field for a test flight. He had nothing but trouble from the start. It took all day from early morning until late afternoon until it was finally deemed ready (and then it wasn't).

The first problem was the throttle linkage not allowing the engine to idle low enough. The cause of the problem was found to be the throttle linkage fouling one of the eight servos. (not much room in a smallish model). In fixing this problem we managed to sever the aileron extension lead. When this problem was fixed it caused the elevator not to work etc, etc.

Eventually we managed to get the model to the runway ready for take-off. Unfortunately due to serious lack of power prior to lift off, the Bearcat gained about one metre and yawed to the left cart wheeling to a stop. Fortunately there was only minor damage which has since been repaired.

It was considered that the problem was engine overheating due to lack of air flow through the cowl. Glenn has made some alterations to the engine mounting and is ready to try again.

Newsflash!! Today (20th November – Ballarat Cup day) Glenn took the modified Bearcat out to field for another test flight. The engine is now inverted to take advantage of the holes in the underside of the cowl which provides better cylinder cooling. This time with engine running smoothly the Bearcat lifted off with no trouble and climbed away with plenty of power to spare. Once the Bearcat was trimmed it flew very nicely showing no vices. Being its first flight and unsure of the effect that



the flaps would have Glenn elected not to use them on its first landing. The Bearcat was lined up on the runway and came in steadily until about two feet off the ground when it suddenly dropped the left wing making an untidy landing. Fortunately no damage was sustained. On examination there was found to be excessive left aileron trim which was mistakenly used to counteract the right rudder trim that was put in before take off.

Whilst packing up Matt arrived to test fly his new model.



Matt's Fiber Classics Sky Dancer powered is by an OS46 FX. This is a unique model in that it is all fibre glass and carbon fibre. The wings are hollow and do not have any ribs, therefore it is very light. It has enormous control surfaces which will make this model very aerobatic. On its first flight the Sky Dancer took off and flew as one would expect and the landing was a non event. I am sure that when Matt gets it set up the way he wants it will be a delight to fly.



Crash Report

At this stage the only crash that we know of is Glenn's minor altercation with the ground with his Grumman Bearcat. (See new at field)

News Flash!! Hot off the press. He has done it again. Glenn has been to Dereel twice and crashed the same model both times. This time the Hornet will not fly again at least not until it gets a new fuselage. Glenn failed to check the batteries after a fast charge. Either there was a fault with the charge or a fault in the battery pack. This we will never know. The pack was dead flat when checked after the crash.



All that's left of Glenn's trusty Hornet



Tips & Tricks

Fuel Filters – By Roger Carrigg

Always use a filter in the fuel line particularly on the four strokes with pump and regulator. The OS91FS in my CAP231 began to run erratically and was impossible to tune properly which was strange after scores of flights. On inspection I found dirt particles in the fuel line between the pump and regulator. I washed the carby in clean methanol and then took the regulator cover plate off which revealed more dirt inside. You need to be very careful not to lose the two small springs. I don't recommend disassembling the regulator but if dirt gets in it is difficult to wash out.

That is why an inline filter **MUST** be used. I thought I had a filter fitted because I remembered buying one. A rummage through my bits and pieces found the DuBro filter still in its packet.

If you notice that the tuning changes considerably all of a sudden the cause **must** be investigated. Do not just retune it and fly. There is always a reason and in most cases it is a blockage or some other problem with the fuel supply.



MAAA Insurance Premium
Just a reminder to the few who have not yet paid the extra \$10 for the member to member cover insurance surcharge. Please forward to the Secretary ASAP (11 Lawrie Drive, Alfredton 3350)



Events

Geelong VFSAA – November 3rd

Three of our members made the trip down to Geelong’s new field at Drysdale near Swan Bay. The weather was not conducive to flying (Very strong wind).

The new field was difficult to find with the directions that we were given. The access road is a narrow dirt track but it leads to a very nice field. Flying site is set up very similar to Dog Rocks Road (old field). No runways, just a large landing square. They have done a lot of work. A large shed to house mower and equipment plus act as a club house has been erected. Toilet block and fencing is currently under construction. We liked the way they have installed matting and model restraining stakes so much so the next time you go out to our field you will see the same set up.

After about two hours of deliberation by the VFSAA it was decided that we would hold the event. This was due to constant prodding by our members. (Ballarat flyers don’t mind a bit of wind)

It was decided that we would fly two rounds of unlimited omitting static points to make it fair on everyone. Five pilots flew a variety of models namely Roger Carrigg (Cessna 182), Max Rowan (Spitfire), G. Walraven (P51), Glenn White (Beagle Pup) and Noel Whitehead (Pitts Special).

The conditions were very severe with extremely strong wind making all maneuvers next to impossible to complete with any degree of precision, but it was the same for all contestants.

Fortunately there were no mishaps, some near misses maybe. The most difficult maneuver obviously was getting back onto terra firma in front of the judges.

The results are as follows:

Place	Name	Aircraft	Round1	Round2	Total
1 st	G. White	Beagle	1185	1224	2409
2 nd	N. Whitehead	Pitts	1181	1215	2396
3 rd	R. Carrigg	Cessna	1183	1148	2331
4 th	M. Rowan	Spitfire	927	893	1820
5 th	G. Walraven	P51	1304	DNF	1304

Interclub Day – October 27th

The interclub day was well attended by our club members but sorry to say there were only two members from Haddon and none from Golden Plains. There were 20 odd people out there and we had enjoyable days flying and a nice barbecue lunch.

Sausage Sizzle – November 16th

The Club held its second sausage sizzle on Saturday 16th November outside Safeway Sebastopol. Thanks to Max Rowan, Rick and Pam Pimblott, Graeme Allen, Gordon Hicks and Peter Barnett for devoting their time and effort. They sold out all of the 300+ sausages so a nice profit will be made.

Dereel – Spring Wing Fair November 16th

This was our second visit to the Dereel Fair but unfortunately it was not as well patronized as it was last year. There were not as many stalls and very few people nevertheless we had a good day and put on an interesting flying display. Roger, Wayne, Glenn, Max and Peter Evans flew. Gordon Hicks, Tom Jobling and Graeme Allen also came down to support the event.

Many thanks Murray Anstis for the loan of his shade tent which kept the models and us cool.



Our static display featuring Christmas Raffle prize

The weather was hot with a fairly strong northerly wind which is not conducive to safe flying by full light aircraft.

There were only two incidents, one was a full size Piper Cherokee attempting to take off into wind, but unfortunately, the run way has a row of very high gum trees and power lines at the northern end. After premature lift off, aircraft settled back onto the runway. The pilot then hit the throttle again but by this time the plane was running out of strip. It lifted off again then the pilot had second thoughts and dumped it back onto the runway immediately locking the main wheels leaving deep skid marks all the way to the end of the runway.

Glenn wasn’t as fortunate with his Hornet. The battery went down and so did the model with a bang safely into

the bracken on the far side of the runway. See crash report. Confucius says if battery not charged plane will crash.

Wayne flew his Hornet several times but for some reason was unable to land on the runway as he usually does at Yendon. The only time he did he managed to hit one of the marker tyres.

Max had an interesting flight with his pattern model. He lost some engine power on take off heading towards the large gum trees at the northern end of the strip. He did an excellent job of nursing it around and over the trees and made a successful emergency landing to retune the motor. Confucius says if motor not running well on ground it will not improve in the air.



Coming Events

Roy Gladman Trophy – Round 3 Scale

It is time for the final round of the Roy Gladman Trophy for this year. The only date that we have got left is Sunday **15th December**. If you haven't been in this competition before it is run very similar to the VFSAA fun scale rules. Emphasis is on scale flight. That is realism in flight. Model only has to look similar to a full size aircraft. However model will be statically judged from a 3m distance. Documentation required is a three view or a photograph of the full size aircraft.

Flight maneuvers are as follows:

1. Take off
2. Straight flight
3. Figure eight
4. 360 degree descending circle
5. Option 1
6. Option 2

7. Option 3
8. Rectangular approach
9. Landing

If you have any queries or need more information please contact Noel.

Anybody who is not planning to fly on the day could they please offer their services in judging or scoring.



Event Calendar

Nov 23 rd /24 th 2002	Fun Fly and swap meet - Hamilton.
Dec 14 th 2002	Xmas Breakup – Buninyong Pub.
Dec 15 th 2002	Roy Gladman Trophy Round 3.
Dec 28 th 2002 to Jan 4 th 2003	56 th MAAA National Championships at Albury/Wodonga.

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

Top Gun Models has moved

Top Gun Models is now located at **907 Howitt Street** (between Clark Rubber and Toy Kingdom).

The move took place on Saturday 2nd November and opened on **Monday 4th November**.

We wish Top Gun Models every success in their new premises which is much larger than the old shop.





Model Trains, Ships, Aircraft,
Plastic Kits, Die Casts, Live Steam,
Radio Controlled Cars,

FOR ALL YOUR AEROMODELLING NEEDS

Nitro: \$18/Litre
Castor Oil: \$9/Litre

907 Howitt Street, Ballarat. Ph: 5339 8244 Fax: 5339 8255
Web Site: www.giant.net.au/topgun
E-Mail: topgun@giant.net.au