



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – August, 2008

Committee 2008/2009

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<i>Secretary:</i>	Roger Carrigg	(0437 842 277)	<i>Newsletter Editors:</i>	Roger Carrigg	
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The next meeting of BRMFC is to be held out at the flying field on Wednesday August 27th 2008 commencing at 7.30PM. Please come along to the meetings and support your club and be part of the decision making process. Don't forget to bring a plate for supper.

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Enhancing Flying Skills
4. ARF Scale Competition
5. Open Day 2009 Date – Bowlyie Clash
6. Meeting Venue

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. Wind Farm

We've received confirmation from WestWind Energy that wind towers are proposed to be located in the paddock we lease. The correspondence from WestWind Energy is disturbing because while they are well aware of our existence they don't seem to think anything is wrong.

The meeting agreed that we need to send a letter to WestWind Energy and also to the Minister for Planning, to see if the towers can be shifted or if not, to seek compensation for the costs to shift. Submissions to the minister must be in by the **8th August 2008**.

Action: The Secretary is to draft a letter and circulate to club members via email for comment. Once content is finalized, letter is to be sent to WestWind Energy and to the Minister for Planning.

2. Field Maintenance

Max Rowan advised the following:

- a) A new battery will be needed for the mower shortly – getting hard to start.
- b) Graeme Allen sprayed $\frac{3}{4}$ of the field today to kill the cape weed.
- c) Murri Anstis has made plans off the old tables so he can construct new ones from treated pine. Murri also cut up a lot of old timber for firewood.
- d) The sand pit frame still needs to be moved to give better ride-on mower access between it and the fence. Glenn pointed out that seeing as the weather is wet & cold at the moment we might as

well wait a couple of months before getting the sand.

- e) The shade cloth over the BBQ area came adrift a couple of weeks ago and needs some repairs before it can be put up again. Once again it is not needed until the weather warms up.

Action: Max to get shade cloth repaired so it can be put up again before summer.

Action: Max to order sand for sand pit later on in the year.

3. Enhancing Flying Skills – Videos

This was raised by Nick K. at the February meeting with the aim of providing a pathway for new members to improve their flying skills post bronze wings. Matt Porter suggested at a previous meeting that there might be videos in the VMAA library to take this further.

Nick was asked if he could check out the VMAA library for suitable videos.

Action: Nick to check out the VMAA library for suitable videos.

4. Mid Year Club Dinner

Glenn White has made a booking for 20 people at the Queens Head Hotel in Humfray Street North for **Saturday 26th July** starting at 7:00PM. A show of hands indicated that we should get around 20 people. We did this last year and it was an enjoyable night.

5. ARF Scale Competition – 26th October 2008

An organizing sub-committee was formed at the last meeting consisting of Matt Porter, Murri Anstis, Max Rowan and Gordon Hicks. The sub-committee held a meeting at the field a few weeks ago. Matt ran through some of the points covering the event.

- a) Roj's Hobbies has been asked to provide an ARF scale kit. Roj is happy to support our event and will come up with a 120-140 size scale aerobatic kit. (*Matt approached Roj's Hobbies.*)
- b) Advertise event indicating that there will be a limited number of entries. Pre entries are preferred.
- c) Rick & Pam have provided the sub-committee with canteen info from last year to assist catering.
- d) Trophies for 1st, 2nd & 3rd will be awarded based on flight performance.
- e) The kit will be awarded on the "door prize" principle, that way everyone has an equal chance of winning the prize.
- f) No handicaps in the scoring.
- g) \$5 pilot entry fee.
- h) Rick has some gear left over from last year that can be handed out as spot prizes.
- i) Need to get advertising flyer finished so it can be put up on web site and emailed to pilots.

Action: *Matt to get advertising flyer finished.*

Action: *Roger to post advertising flyer and entry form on web site and email pilot invitations.*

6. Meeting Venue

Should we hold some or all meetings in town? June newsletter suggested April to September in town and was brought up mainly due to the rising cost of fuel.

At the last meeting members seemed to be content holding meetings at the field but it was decided to bring it up again at this meeting for further discussion.

Nick said that he approached the Ballarat Golf Club (near the Arch) a couple of years ago when we started holding meetings at the field and it seemed then that it might be possible at no charge. Obviously they would expect some bar trade.

Nick is to contact Ballarat Golf Club and if it is possible, it was agreed that the next meeting would be held at the Ballarat Golf Club on a trial basis.

Glenn said that he would also ask the Black Hill Hotel.

(We can't expect a room for free unless there's some bar/counter sales for the venue.)

Action: *Nick to contact Ballarat Golf Club regarding holding meetings during winter months.*

Action: *Glenn to contact Black Hill Hotel regarding holding meetings during winter months.*

7. Club Fees 2008/9

Because there are still a few members who have not yet paid, the Secretary reminded the meeting that fees must be paid by 31st July 2008. However all members at the meeting were financial.



Sad Times

It is with great sadness that Col Pinkerton passed away at home on Tuesday 29th July 2008 aged 69. Col was a very active member of BRMFC during the late 90's when we flew from Bowes Road. In fact Col was instrumental in securing our current field when it became apparent that we had to vacate Bowes Road. Col gave up the model flying soon after we moved to Yendon and got heavily involved with classic cars and joined the Classic Car Club.

Col's funeral was held on the Monday 4th August and Murri Anstis attended representing the club.

We pass on our heartfelt condolences to Col's family and friends.



Membership 2008/9

It's good to report that the majority of members have rejoined. Those that haven't have been sent reminder emails and it would be appreciated if they could indicate their intentions.

New members so far this year are Jeff Dowsley, Alan Alexander and Gavin Gedye. Gavin was a member several years ago when we were at Bowes Road and is an accomplished pilot. We take this opportunity to welcome them into the club and wish them every success in their modeling activities.



VMAA News

The VMAA Annual General Meeting was held on the 10th July 2008. The VMAA Executive Committee for 2008/9 is:

President:	Murray Ellis
Vice President:	Joe Finocchiaro
Secretary:	Chris Caulcutt
Treasurer:	Brian Dowie
Registrar:	Graeme Wilson
Ordinary Member No. 1:	Ron bird
Ordinary Member No. 2:	David Nichols
Ordinary Member No. 3:	Jamie Gunn

The Executive appointed positions for 2008/9 are:

Video Librarian:	Ivan Chiselett
Editor:	Joe Finocchiaro
State Flying Instructor:	Peter Harris
Assist. State Flying Instr:	Murray Ellis
Education Officer:	David Nichols
Heavy Model Coordinator:	Murray Ellis
Display Coordinator:	Murray Ellis
Public Relations Officer:	Nil appointment
Web Master:	Brenton Spear
Public Officer:	Ron Ericson
Safety Officer:	Joe Finocchiaro



New Models seen at field

Max was the chief test pilot on Sunday 17th August. Andrew Bentley had his Piper Pawnee all set up and ready for its maiden flight. Andrew flies mode 2 so it was up to Max or A1 (aka Graeme), Max drew the short straw and won the transmitter.



Andrew Bentley with his Hangar9 Piper Pawnee just before the test flight.

There was a light southerly breeze blowing which meant crosswind take offs for the day. Only the main runway has been mown recently leaving the centre triangle too long to take off on. The mown area was recently sprayed to kill the cape weed so hopefully we'll have better runways shortly.

Max did a couple of high speed runs and it was obvious the Pawnee had plenty of power so it was then time to bite the bullet. Andrew was putting on a brave face – we all know what test flight nerves are like. Max lined up the Pawnee heading west and opened the throttle. The Pawnee accelerated quickly, the tail lifted more than it should have and it slewed a little to the right. Max cut the throttle aborting the take off. On the next attempt Max corrected the slew to the right as the tail lifted and did a very nice crosswind take off. The Pawnee climbed out with heaps of power. Max pulled the power back and Pawnee cruised around effortlessly although Max said it was a bit twitchy on the controls. Max gave A1 a fly and he thought the same thing.

After some five minutes cruising around Max decided it was time to land. The Pawnee was brought in from the northeast corner of the east/west runway in an effort to lessen the crosswind. The engine quit as it approached the runway so Max was committed and glided Pawnee in for a smooth touch down. Andrew breathed a sigh of relief.

Andrew has been kind enough to provide some info for the newsletter.

Hangar 9 ARF- running a Magnum .91 Four Stroke. Prop 14 x 6 APC

<http://www.hangar-9.com/Products/Default.aspx?ProdId=HAN4030>

- ◆ Wingspan: 80 in (2032mm)
- ◆ Overall Length: 55.8 in (1417.3mm)
- ◆ Wing Area: 942 sq in (60.77 sq dm)
- ◆ Recommended Engine Size: .46 –.52 2-stroke; .62–.82 4-stroke.
- ◆ Radio - Spektrum DX7 – 2.4GHz, Servos – DS821 Digital x 7.

Interesting Facts:

Everybody wants one – none left in the country (just ask Max). Max and Graeme's comments should be sought for confirmation, but from memory, they described the flight characteristics as twitchy and flighty but stable. In order to mount the 91FS, I actually had to cut the firewall back roughly 15mm and install an altogether different engine mount metal (another Magnum component). To enable CoG balance to be achieved, I had to relocate the battery further back. This of course meant cutting open the Tail of the plane and building a box. I also added 120g weight in the tail in addition to the relocated battery. Then the questions about battery extension leads and whether you can use servo leads for the job. I have installed a full figure pilot from HP Pilots – <http://www.hppilots.com/>. The result of the pilot having been included meant that I actually had to cut 1.5 cm off the bottom of the cockpit seat. Given how many people have given me advice - everything from Glenn's inspiring "given its a nice scale looking plane – it would be a shame to spoil the cowl, so mount the engine inverted" to Roger's – "don't put that .46 two stroke in. Get a four stroke (and I like the magnum 91 that's in my shoestring) – it deserves it" to Noel's – don't add weight – make the effort and move the battery back. All the comments had me cursing (my so much work) and thanking you all (the effort has paid off).

And I still haven't flown it. Once I have maybe I should enter the ARF competition???

After test flying Andrew's model, Max had his own new model to test. Max's latest is a Lancair 360/Mk2 50 ARF. It has a wingspan of 1500mm and is powered by an Enya 45 two stroke engine.



Max Rowan with his very smart looking Lancair 360/Mk 2 powered by an Enya 45 two stroke engine.



This is what happens when your rubber kneeling pad gets sucked into the propeller. No wonder they cut fingers so well!!!



The old Enya 45 took a bit of tuning to get it running right.

After some fiddling with the engine to get it running right, it was out to the runway and once again some fast runs up and down the runway to see how it tracks. Once Max was satisfied that the motor was running okay he opened the throttle and the Lancair tracked straight down the strip lifting off with a bit of runway to spare. It then got pretty busy for Max – there were a couple of wing wobbles before it all came under control. Once the Lancair had altitude and Max got it trimmed out it seemed to fly quite well. I (Roger) was only saying to Andrew that it looks a pretty “busy” model – not one that you would want an engine failure when the motor quit. Fortunately Max had plenty of altitude and he was able to bring it in for a smooth touch down albeit quite fast. Like many ARF’s the landing gear lets them down (if only the manufacturers could address this issue) and the nose leg twisted a bit on the runway’s wet grass. Max seemed to be in two minds about the model – no doubt he will get I sorted out.

All in all it was a successful morning’s flying.



In the Workshop

I (Roger) have been getting on with my giant scale TopFlite P47 Thunderbolt. It’s now getting to the stage

where the engine has to be selected. Looks like it will be a DA50 or DL50 petrol motor. I’ve borrowed a DA50 from Rick and it fits in nicely using a Pitts style muffler.

I decided to fit an extra frame in between the fuselage frames supplied with the kit because I felt that the skin contour may not be held correctly. The extra frames in the upper section had to be retro fitted while the lower section they were added along with the kit frames.

Working out the curves for the extra frames is not simple. To achieve this, I scanned the profiles of the kit frames and imported the image into AutoCAD as a wall paper, scaled correctly. Then drew curves over the frame outlines. Intermediate curves were then interpolated with the stringer notches. The intermediate frames were then copied and placed together so they could be printed out. A little spray adhesive was then used to stick the print out to the balsa sheet so the frames could be cut out on the jig saw.



Upper fuselage is built on the work bench – tail plane and fin are also fitted while on the bench.



Photo taken prior to sheeting the lower fuselage. I didn’t think the kit had enough frames so intermediate frames were fabricated and fitted.

Very little adjustment to the frames was needed to get them to fit so I was quite pleased with the technique and they made an enormous difference to the skin strength.

While fitting the Robart retract tail wheel assembly it soon became apparent that the wheel would catch on the

airframe as it retracted unless a huge opening was provided. This occurs because the steering cables slacken as the wheel retracts. I decided that the best approach was to centralize the wheel as it retracts and to do this a removable guide assembly was fabricated. Once again AutoCAD was used to draw up the Robart retract unit geometry so the path of the steering tiller arm could be determined. This enabled the part below to be made by printing out and cutting out on jig saw. The ramps which have the critical curves are lined with plastic to make as frictionless as possible. The plate is the correct size so when mounted in the wheel well the ramps are in the correct location. For this to work effectively the tolerances are very small.



Tail wheel retract guide assembly to centralize tail wheel as it retracts. The tiller arm contacts the ramps holding the wheel in the centre. Required because steering cables slacken as it retracts allowing wheel to rotate and foul on airframe structure.



Firewall is now ready to be fitted and allowance has been made for cockpit detail.

I'm working on the P47 constantly at the moment and hope to have it finished early next year for the scale comps. Trouble is I'm not content to build it as the kit specifies – always making changes like incorporating scale control surface hinging rather than the simplified modeling technique used in the kit.



Crash Report

Haven't heard of any – either we're getting better or there hasn't been much flying going on.



Tips & Tricks

Drilling out wheel collets. Ever tried drilling out a 5/32" wheel collet to say 3/16" – it's extremely difficult to hold the collet. The other way is to put the collet in the drill chuck making sure it is square and the drill bit in your bench vice. This is emulating a lathe – of course a lathe would be nice. Worked for me.



Events

Christmas in July Club night out

On Saturday 26th July we had our club night out. I had originally booked for 25 but by mid week I had so many phone calls from members apologising for not being able to go that I rang and reduced the booking down to 12. It was a good job I did as only seven of us turned up. Out of the seven there were only two wives. Maybe we should look at changing the date to earlier in the month.

We had a good night, we all enjoyed our meal and there was the usual amount of bulls#\$t, funny how beer brings it out.

Let's hope we get a better turnout next year.



Coming Events

VFSAA Scale Comp/Rally at Albury – August 23rd/24th

Noel, Graeme, Glenn and I (Roger) are going up to Albury for the VFSAA Scale Comp this weekend. Hopefully the weather will be kind and we can get some good flying in.

ARF Scale Competition – October 26th

Don't forget we have the ARF Scale Competition scheduled for Sunday October 26th. Matt Porter and the other sub-committee members Max Rowan, Murri Anstis and Gordon Hicks have the organizing in hand. If you are planning on competing, now is the time to organize a plane and get some practice in. It looks like the prizes will be well worth winning again this year.

We must thank **Roj's Hobbies** once again, for supporting the club with prizes.



***** **For Sale** *****

Graham Waterhouse has the following items for sale:

- ◆ Playboy senior (Old Timer) 80" w/s – \$90.
- ◆ Fokker D8 50" w/s – \$120.
- ◆ Wayfarer Sport Biplane, takes a .45 engine – \$150.
- ◆ Easy Pidgeon electric glider 1.8m A.R.F kit, speed controller, battery, Hitech charger included – \$150

Contact Graham on: 5332 8897 or 0417 377 099

(Graham is an excellent builder so you can be confident of a well constructed model. Ed.)



Event Calendar

August 23rd/24th VFSAA Scale Comp/Rally – Albury.

August 24th South Pacific Scale Masters – P&DARCS.
August 27th **BRMFC Meeting.**
 September. 3rd P&DARCS Annual Auction – Dingley Community Centre Hall, Marcus Road Dingley. 7.15PM Start registration.
 Sept. 20th/21st Mammoth Scale Fly-In – Shepparton.
September 24th **BRMFC Meeting.**
 October 7th Annual Auction – Model Aircraft Club of Sunbury at St Andrews Church Barkly St. Sunbury. From 6.00PM.
October 26th **ARF Scale Event – BRMFC.**
 November 16th OS Engines Day – P&DARCS.
 Nov 29th/30th Fun Fly & Swap Meet – Hamilton.
April 5th 2009 **BRMFC Annual Display Day.**
 April 4th/5th 2009 Bowlyie Large Model Scale Rally.
 May 10th 2009 OS Engines Day – P&DARCS.

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