BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.startek.com.au/brmfc Inc. No. A0001288M

NEWSLETTER – May, 2009

Committee 2008/2009

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The next meeting of BRMFC is to be held out at the flying field on Wednesday May 27th 2009 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 – Videos**
4. **ARF Scale Competition**
5. **Club Fees 2009/10**
6. **Open Day Date – 2010**

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. Open Day Post Mortem

The President opened the topic for discussion and invited input on how we can improve the event.

a) We had 28 registered pilots with an excellent rollup from the Geelong Club. (Thankyou Geelong)
b) We were caught off guard with the judging – this needs to be done earlier in the day probably before midday.
c) Murri Anstis estimated that$1200 of modelling equipment changed hands in the "swap tent". This is obviously popular with both pilots and spectators.
d) We had plenty of helpers on hand throughout the day.
e) Matt P. thanked everyone who helped during the event and also those who attended the working bee the day before.
f) There were aircraft in the air all the time except when it was raining.
g) The club needs more lolly drop aircraft. It was suggested that the concept of a Boomerang 60 with a detachable pod should be investigated.
h) Looking for a volunteer to run the event next year. Matt has done it a couple of times now and needs a break. We'll be looking to establish a sub-committee straight after the ARF competition in October.
i) Three more banners are required to supplement the existing three.
j) Nick K. put together a spreadsheet with pie charts to help us analyse the results of the survey taken at the gate which asked visitors how they found out about the event. This is to assist us target the most effective advertising in the future. The results are summarized below in order of most effective advertising.
   i) Word of Mouth (Surprising!)
   ii) Roadside Signage
   iii) Radio
   iv) Stockland Wendouree Display
k) Next year (2010) Easter Sunday is 4th April which would be our normal date. We must make a decision ASAP whether to go a week either side or try Easter.

2. Wind Farm

The Secretary reported that the WestWind web site: http://www.w-wind.com.au/ was checked on 22nd April – no further updates beyond the panel hearing in November 2008. *(Stop Press – Planning permit has been approved.)*

3. Field Maintenance

a) Glenn W. Advised that his son-in-law is willing to do the grading of the runway free of charge so we can lay the matting.
b) Max is to contact Craig. *(Max rang Craig after the meeting and they have arranged to do the grading on Saturday 2nd May.)*
c) The grader can do the channel to bury the edges of the matting and the backfill.
d) It will cost around $300-350 to transport grader to the field.
e) Rick stated that he will be delivering another two sections of matting to the field on Thursday night (23rd April). Approx 40m x 4.5m.

f) Max advised that he contacted Bartlett's and they can stitch the matting together for $250 on their premises. It was agreed that this would be better than adhesives and possibly not much more expensive given the quantities that would be required.
g) It is proposed to lay 60m x 9.5m of matting on main runway. Requires stitching along length and across. One full length of 60m from the 80m length and a 40m & 20m to make up the other side.
h) Looks like it will cost in the vicinity of $600 to lay the matting.
i) Murri Anstis is to build two new table/seats using treated pine 'splits'. (Like the one we currently have which has lasted a long time.)
j) Noel Findlay brought to the attention of the meeting that the contents of the rubbish bins had blown all over the paddock most likely during the strong winds last week. We must make sure that the lids are on tightly – put a brick on top. (Polystyrene cups aren't good for livestock!)

Report from Max. Matting – members agreed when we folded it up that if cut in half and joined together it would be long enough (40m x 9.5m)

4. Enhancing Flying Skills – Videos

This was raised by Nick K. at the February 2008 meeting with the aim of providing a pathway for new members to improve their flying skills post bronze wings.

Nick has sought and received video library listing from VMAA Librarian.

This has led to the possibility of holding winter meetings at new Ballarat Golf Club because we would need a venue such as that to show videos – Nick is to follow up when he gets back from overseas.

5. VPA Post Mortem

a) The meeting was happy to continue hosting the VPA event.
b) The VPA presented BRMFC with a certificate of appreciation during their presentations. (Now hanging on wall in kitchen.)
c) Henry mentioned during the event that a March date would be preferable hopefully to miss the fire danger period. It was suggested and supported by the meeting that we would want the event at least two weeks either side of our open day.

6. AGM Committee Nominations

a) Rick advised at the last meeting he is not standing for the position of Treasurer.
b) The President reminded members that they need to consider the upcoming elections on 22nd July.

Field Improvements

Runway Matting

We've been talking about laying matting on the runway for a while now and it all happened on Saturday 9th May 2009.

Several months ago Rick managed to obtain an 80m x 4.5m length of plastic woven matting discarded by Amcor which is used in paper manufacture. Then another length became available a couple of weeks ago. This time transport had to be organized so Pam drove a Ute/Small Truck down to the Amcor plant at Fairfield to help Rick bring it to Ballarat.

After some discussion at the April meeting it was agreed that we would lay a 60m x 9m section of matting on the east/west runway and whatever is left over would go in the pit area. To achieve a 9m width meant that it had to be joined down the middle. Max contacted C. E. Bartlett in Ring Road to see if they could join it. They thought it could be stitched but it was found to be too thick so they resorted to plastic welding which is probably better anyway. Bartlett's found the job quite labour intensive because it required many hands to move it around. In fact when I (Roger) went along to pay for the work before Max picked it up they pointed out that they were in no hurry to do another one particularly at the price they quoted. Having said that, many thanks to C.E. Bartlett's for doing an excellent job and sticking to their quote.

With winter fast approaching we knew that there was only a small window of opportunity remaining to get the job done before it became too wet. Fortunately, even though we've had a bit of rain recently the ground was still fairly dry and perfect for grading. A working bee for Saturday 9th May was gazetted and Max organized with Craig Begbey (Glenn's son-in-law) to do the grading. Getting the grader out to the field required transport as well, all of which had to be coordinated.

It's about 10:30AM, field has been graded and matting laid out ready for the edges to be buried. Craig is backfilling the western end with the grader blade under the scrutiny of many watchful eyes.

Grading started around 9.00AM and by the time I arrived at the field (someone had to get the lunch) the runway had been graded, retaining trench dug and the matting laid out. There was quite an army of members helping out – many thanks to all who could attend. The tricky task of burying the edges in the trench while tightening the matting was next. At times there was a bit of misty rain but fortunately

it held off with the weather steadily improving as the day progressed.

Once the backfilling was done by the grader it was a matter of smoothing the edges. Noel had his straight edge clamped to his rake which worked well.

The western end was buried and back filled first. The grader was used to do this in minutes which would have taken hours by hand. The next step was to stretch it lengthwise. A length of water pipe was threaded through slots cut in the end of the matting. Craig backed up the grader and dropped the scarifier (or whatever you call it) down and hooked onto the pipe. As you can imagine the grader didn't have much trouble stretching it. Once it was stretched it tended to stay put so we decided to backfill the southern side next.

Who said size doesn't count! Craig second from right with his big CAT, Max with his little Dingo.

Once again the grader made short work of burying the southern edge. It's incredible the degree of control Craig has over the blade. This particular grader was an almost brand new CAT all fully computer controlled. In fact the cab is more like the cockpit of a jet aircraft. After the southern edge was packed down the northern side had to be done. This time stretching it as it was buried was essential. The front wheel of the grader pulled the matting into the trench as it traversed the edge while the blade pushed the dirt in to hold it down. As this was happening there were many members with shovels, rakes etc manipulating the matting to get it as tight as possible.

Craig ran the grader up and down the edges a few times using the wheels to pack it down and then graded it again so we finished up with a smooth surface along the edges.

The final step was locking down the eastern end which went smoothly. We must have been getting quite experienced by this stage.

Now we've got a luxurious pit area to assemble and start our models.

The weather steadily improved as the day progressed.

Max then got Craig to skim the pit area where we wanted the other section of matting. The ends were trenched in although not as deep as the runway while the sides have been pegged down.

This shot was taken from the south side of the east/west runway looking north and shows the runway matting and the pit area matting.

Now that we can make better use of the north/south runway since the plantations have been harvested and seeing as we had the grader available it was decided to grade it again. The runway was extended further north by some 30m or so where the ground was rather undulating.

Once the grading was finished we got busy with rakes and shovels to smooth out the lumps and tractor tyre marks. While that was happening Glenn volunteered to cook lunch on the BBQ – he preferred that to being on the end of a rake.

We had some seed left over from the last time the runway was graded and this was spread around and raked in. Hopefully it will germinate.

Once the work was all finished Noel and Len who had models with them were the first to try it out. There was a south/easterly breeze blowing which meant a crosswind takeoff on the matting. Actually the wind was blowing straight down the north/south runway. Naturally that runway was given a tryout as well and got the thumbs up.

Noel's LA Special was the first model to takeoff on the new runway. Len Astbury also had his LA Special as well and showed us how to do crosswind takeoffs and landings on the new runway. Gavin Gedye had his Corby Starlett as well.

Here we see Noel's LA Special trying out the freshly graded north/south runway which got the big tick of approval.

In winding up this article we must thank **Porter Plant** for the generous use of the grader, **Craig Begbey** for his time and the excellent job he did grading the runways, **Peter Hudgson** for transporting the grader out to the field and **Coates Hire** for the power roller and Dingo.

Special thanks and appreciation must also go to **Amcor** in Fairfield for allowing us to have the matting.

Housekeeping

Cigarette Butts – One upon a time you never saw cigarette butts lying around the field. I've noticed a lot lately and probably most came from the recent Open Day. I would suggest that if you are a smoker and you see a cigarette butt on the ground pick it up and put it in the bin – it's certainly NOT the responsibility of non-smokers. We know that Pat Fisken could spot butts (cigarette) a mile away and in the early days they looked for that while we were establishing a relationship with them.

Coffee cups – Can everyone please wash their cup after use rather than just leave it in the sink for someone else to wash. They should also be dried and hung up.

VMAA News

1. The fee structure for 2009/2010 will be available on the 1st June.
2. MAAA Manual of Procedures are updated frequently. **MoP058** 2.4GHz Equipment was updated on 9th Mar 2009.
   Go to http://www.maaa.asn.au/maaa/mop.html and scroll down to MoP058. (The direct link is too complex to include here) Makes reference to Hitec equipment. From my reading of the **MoP** these two clauses seem to be to be the most important to observe.
   - ***4.15*** *Because of the wavelength of the radiated signal from the transmitter to the receiver, there is more likely to be interference caused by metal or carbon fibre components in the airframe than with the lower frequencies used up to now. Whilst the technology may overcome the interference to some extent the user has to be aware of the possibility of "on board" generated interference. In the event that the airframe contains either significant amounts of carbon fibre or metal, or if the modeller suspects there might be a problem, then testing the range in various directions from the model whilst on the ground and comparing the range with the same antenna arrangement, at the same height and orientations, but outside the model is a wise precaution.*
   - ***4.16*** *Atmospheric conditions such as high humidity, fog or cloud can significantly reduce the range of 2.4 GHz equipment due to the increase in the attenuation between the transmitter and the receiver. In addition users should ensure that neither they nor other people get between their transmitter and the model being controlled. This is due to the human body attenuating a 2.4 GHz signal much more than in the lower frequency bands.*

New Models seen at field

Whilst not a new model, we've noticed that Peter Evans has re-engined his Decathlon with a Super Tigre 40 two stroke replacing the OS40FS.

Photo from the January 2009 newsletter.

No doubt Peter was after a bit more performance and going by what I've seen recently that's certainly been achieved.

Wayne Goodwin told me (Roger) some months back that he'd bought a Great Planes PT17 Stearman. Knowing that I had the Super Stearman Wayne asked me what I thought of it and if there was anything he should do to ensure it turns out a successful model.

Wayne's Great Planes PT17 Stearman powered by a Magnum 120FS at the field on 3rd May ready for its maiden flight.

I said that the servos need to be moved forward just behind the wing leading edge former and the batteries located above the tank to eliminate the need for the 18oz lead that Great Planes call for in the assembly instructions.

On Sunday 3rd May Wayne brought the Stearman out to the field to break in the motor and possibly a test flight if everything checked out okay. The engine Wayne fitted is a Magnum 120 four stroke which he already had and is an excellent choice. They're a reliable motor and the four stroke gives the model scale like sound and performance.

Wayne took the Stearman over beside the car park and ran a tank of fuel through the Magnum 120 to loosen it up. (On full throttle, cycling it rich for 20sec and lean for 5sec as the book says.)

After the tank of fuel was put through the Magnum the Stearman was fully assembled and readied for a test flight. Wayne asked me (Roger) if I would do the honours. We then gave it a final check over including CofG, control travel and direction. With all checks complete Wayne filled the tank and started the engine leaving it slightly rich seeing as it was a new motor.

The Stearman was taken out to the flight line and I said to Wayne that I'll do a couple of fast taxi runs up and down the runway to see how it ground handles. After taxing back to the eastern end of the runway the throttle was opened gently and the Stearman tracked down the runway, lifted its tail and after about 30m departed mother earth. The Stearman handled gracefully and only needed two clicks of down elevator to maintain level flight – no aileron trim was required.

We flew the Stearman around for about 8 minutes, tried a couple of rolls and a loop to see how it performs. It was obvious that the roll rate was much slower than my Super Stearman which has ailerons on the upper wing as well. The performance was obviously less than my OS 200FS powered Super Stearman but other than that it felt the same. Smooth to fly and very predictable in the turns.

It was now time to think about a landing so we announced a landing to the other pilots on the flight line. The Stearman was brought in with about ¼ throttle and finally cut just before touchdown. From memory the landing was smooth and the Stearman was taxied back to the pits for a checkout.

I think Wayne was quite relieved to see it back on the deck again. Wayne did an excellent job assembling the Stearman. It pays to take that bit extra attention to detail and finish up with a satisfying model that is unlikely to let you down.

This particular Corby Starlet was featured in Airborne magazine, the write up was done by Phil Neiwand of Hamilton. I bought the plane from Tates in Geelong as a ready to fly model just needing receiver and battery pack. It has a very nice sounding Magnum 180FS motor, swinging a 17x8 prop, all tower pro metal gear servos. The 500cc fuel tank is more than enough for quite a lengthy flight as the 180 is very economical. Once I handed Luke at Tates a fairly big wad of notes but still at a bargain, it was a bit of a job loading this plane into the back of the car as it is a big model but we got there.

Russell Aggett with his Corby Starlett powered by a Magnum 180 four stroke motor.

Arrived home about 2hrs later, went inside put the wing on it and yes very big but very nice. First up was to put a battery & receiver in it and I chose my Futaba 2.4GHz radio gear. Put the wing back on so I could balance the plane and it was spot on slightly nose down. Next I took the wing back off so I could check the plane over from top to tail. Just a couple of small things I found that I didn't like, but that was all.

I got in touch with Murri so he could come out home to inspect the model as it just weighs over the 7kg, 7.7 actually. Next day being Saturday it was time to give the Magnum 180FS a run and like a 4 stroke started straight away and sounded so sweet and nice.

Well next day Sunday and not too bad a day, so it's load up all the planes and off to the field. Got the Corby out of the car, wings out of the trailer and put it in the pits and in swooped all the on lookers. So I put the plane all together to do a range check, fuel up and wait for Murri but he was busy with a learner so I grabbed the next best, being Graham Allen.

Now Graham was a bit nervous as he is mode 2 and I'm mode 1 but that's ok we got over that problem. Well it was time to start the motor and go for broke, so it was all systems go one final check of controls all working ok then out to the strip. Graham held the plane while I ran the motor up. Sounded so NICE .We decided to give it a ground run just to see what the tail would do and yep came up nice just like it should, so back to it and we said lets go for it.

So with heart in mouth I slowly increased the throttle till it was at full power and with just a bit of up she was airborne. It started to climb out nicely but when I turned down wind it really started to climb so Graham went to give the elevator some down trim but being on mode 1 he got the trims mixed up but no problem I soon had it sort of under control and was able to adjust the right trims and soon had the Corby flying straight and level. After about 5 minutes it was time to land so it was line up, power down and slow approach and what a slow approach. She is a real floater but soon it was down back in the pits for after flight inspection and a very strong cup of coffee. But the rest is history it has had about 10 flights now and has proven to be a really great plane to fly. Thanks for your help Graham much appreciate it. If you want to read up on Phil's write up its in Airborne number 218 if you don't have it let me know and you can read mine.

Thanks for the in-depth article Russell. *(ed)*.

Crash Report

This is Andrew Bentley's account of an altercation with trees along Spreadeagle Road on Sunday 3rd May.

Keep your friends close and your planes closer

They always say there is a first time for everything, so while this is now my third serious crash, it's the first time a tree has been involved.

Since beginning with this hobby again, my instructors have continued to request me to not fly to far away (i think they can't see it, while I can). I have continued to struggle with this "problem", what IS the right distance between you and your aircraft. I have now suffered.

After finally finishing the repairs to the Mk2 Sky raider (crashed it on the first day i flew it), the Sunday started as normally as i can remember, wake up, get son organised, have breakfast, pack car(plane first, son second) drive to flying field – reasonable day with the wind from the lal lal end of the strip

1st flight – sort out plane, fuel up, range check, start up....ready to go...first flight after repair, all good.

2nd flight – fly the Parkzone F4u Corsair all good.

3rd flight – later on during the day here I am ripping around the sky working on my manoeuvres, a plane is taking off and I call "Landing" – everyone acknowledges....OK...

Start approach from the downwind end and touchdown carrying too much speed over the runway...landing becomes a touch and go...around we go again. With 5 planes now in the air, I decide to do a long wide circuit and stay out of the way of everybody, no worries ....turn into the crosswind penultimate turn....looking good for altitude, nobody around so I call "Landing....Again". Make the final turn into the wind for approach. Next thing I know the wing is flying free?

Oh dear.....I've hit a tree....how the hell did that happen, what's that doing there. It wasn't there earlier. Hmmmm.

I must have actually been flying in the far side paddock instead. Oh well.

Now I better go and pick up the pieces. Anyway, get to the area of tragedy and find the fuselage is "parked" about 15metres up the top of another tree (not the one I hit!!). How the hell am I going to get this down? Who's got a ladder???

So while telling my son that no he can't climb the tree to get the plane...I begin to pull a few things out of the car...Snatch strap could work to pull the tree towards me. I try it and find I can't get sufficient movement to displace the plane from the tree. To cut a long story short, I eventually, with the kind assistance from Jeff and Friend, manage to pull the plane free. It's not coming back from this one.....

Back at home the radio gear is checked out ok and the engine appears fine as well...I got out of this pretty well.

The salvaged pieces have now been installed into a new (blue this time) MK2 SkyRaider which has been successfully flown (twice).

Perhaps we should institute a novelty award....the farsighted award?? For the pilot with the funniest, dumbest pilot error crash; the lumberjack award for the pilot who hits a tree??

I suppose the moral of the story (apart from listen to your instructors) is...don't fly too far away....

Thanks for the honest account of what happened Andrew. I'm sure there's a lesson there for us all. (Ed)

On the same day Murri was "hot dogging" around with his Boomerang trainer and finally came to grief but not when we expected. Early in the morning it was a bit foggy – at least the clouds were rather low and most of us held off a little while till it lifted. Murri looking for some excitement (outdoor kind) decided to take the Boomerang up. It wasn't long before it disappeared into the clouds and we were then wondering where it would appear as it came earthward. We didn't have to wait long before someone yelled out "there it is" as it was coming down out of the clouds towards us. Some rapid control input recovered the Boomerang from its death dive. From memory the same thing happened again over the southern outfield resulting in a near disaster. We all thought Murri must be tiring of the boomerang.

Finally after several more flights Murri was doing some tight low level manoeuvres at the eastern end of the field when the Boomerang said I've had enough and stalled at the top of a loop and plummeted into the ground at about a 45deg angle breaking of the nose. Murri wasn't too concerned and said he'll fix it. No doubt the Boomerang will be back for some more barnstorming shortly.

There was a lot happening on Sunday 3rd May. Glenn decided to get some more practice with his Cessna 195 but unfortunately tipped it over on landing – fortunately very little damage was sustained. I'm sure it's the wheels jamming in the spats causes this to happen – it's not the first time. The wheels have little clearance and when the heavy model touches down on anything but a very smooth landing the tyres roll and bind on the spat acting like a brake causing it to pivot around the wheel.

We can't let Max get away without a mention this month. While flying his electric Striker the week before, the battery pack decided to jettison itself during a high 'G' manoeuvre over towards the Cypress trees at the western end of the field. Fortunately the Striker landed itself without any damage. Next step was trying to recover the battery pack and hatch cover. A search party combed the area and luckily located the 'awol' bits & pieces.

Items of Interest

Hang on a minute! Is this Noel retrieving the LA Special from the outfield? We must've had an engine failure!

Events

Open Day 5th April

This photo was in the last newsletter but I didn't know who the pilot was or the name of the model. David Walsh (P&DARCS Editor) was kind enough to set the record straight.

Dave Nichol's Flair Hannibal

Wagga Model Aero Club
36th WW2 & Military Scale Competition.

Anzac weekend again and the long trip up to Wagga, this year Graham Waterhouse, Roger, Rick, Pam and myself (Glenn) attended. The trip calls for an early start, Roger, Graham and I left Ballarat around 6.00 am on the Friday and we arrived about 3.30 pm.

Glenn's Komet and Roger's P39 are waiting static judging on Saturday morning.

The weather forecast wasn't too good wet and windy. I think the rain followed us up from Ballarat, that's what the Wagga guy's reckon anyway. On arrival at the field the weather was miserable, drizzling with rain. We usually get there in time to get our models statically judged this gives us more time on the Saturday morning to get ourselves organised. However due to the rain all the judging was done in Col Taylor's marquee causing quite a queue. Roger and I had a look at the high quality of the models in front of us and decided that we might have a better chance if we waited until Saturday when our models would be outside and hopefully further away from the judges.

Saturday morning and the weather hadn't improved much. We were unsure of our flight order and from which flight line we were flying from so things were a little hectic for the first hour or so. Rick was the first of us to fly, I was too busy getting my Komet ready and didn't see him take off

but Pam was stood next to me and judging by her ou's , arr's and colourful language it wasn't a very good one.

Glenn's in the start up box on round one. Unfortunately Glenn was plagued with engine troubles all weekend.

The wind was strongish and directly across the runway making take offs and landings difficult. Roger flew his P39, this model handles the wind well he had no trouble and did touch and goes that would have scored well. I was lucky enough to get the Komet in the air on my first attempt but halfway through my routine on a high-speed pass the motor cut. I got the model down okay but that was the end of the competition for me, I spent the rest of the day and evening trying to locate the problem (the following weekend out at the field I tried another glow plug and haven't looked back since).

Models were put out on the field during lunch to allow the public a close up view. There were nowhere near as many models as last year.

The attendance numbers were well down on previous years (you will see by the photo's) we think it was due to a combination of things, the Nationals were the weekend before and Bowylie was two weeks before that, the weather didn't help either.

Rod Mitchell's P38 Lightning is starting the take off roll. We had some blue sky on Saturday.

There was only one round flown on the Saturday as the weather closed in. Sunday got quite windy and once again across the strip. We managed to get another full round flown before the rain set in. Those with biplanes were extremely brave to fly and most were having a very strenuous time but fortunately there were no mishaps. See results further on.

We make Wagga a social weekend; we definitely don't go up there with winning in mind. It's good to meet up with other modellers and a chance to look around Col Taylor's shop and top up with a few modelling needs.

We had a great long weekend regardless of the weather and look forward to next year.

WWII
FINAL SCORES

#	Pilot - Aircraft	Static	Flight	Flight	Flight	Total
1	Don Murray - Douglass Dauntles	754	311	319	0	1384
2	Alf Williams - Dehavilland 82A Ti	774	295	292	0	1361
3	Rod Mitchell - P61 Black Widow	738	288	326	0	1352
4	Peter Gow - CORSAIR	762	293	283	0	1338
5	Chris Henry - Spitfire Mk16	656	264	283	0	1203
6	John Rolfe - Miles Magister M14	646	210	229	0	1085
7	John tennant - Piper J3 Cub	674	247	0	0	921
8	David Balfour - Fairchild Argus	638	271	0	0	909
9	Roger Carrigg - P39 Airacobra	338	267	297	0	902
10	Rod Mitchell - P38 Lightning	730	164	0	0	894
11	Glenn White - ME 163 Komet	686	184	0	0	870
12	Ross Smith - Stearman	614	252	0	0	866
13	Darren Marshel - J3 Cub	584	268	0	0	852
14	Anthony Ogle - P301 AIRCOBRA	566	283	0	0	849
15	Ian McPherson - Fiesler Storch	658	40	141	0	839
16	Barry James - DH82A tigermoth	772	60	0	0	832
17	Peter Goff - ME 109E	714	0	0	0	714

WWI
FINAL SCORES

#	Pilot - Aircraft	Static	Flight	Flight	Flight	Total
1	Boyd Elliot - sopwith pup	696	254	282	0	1232
2	David Anderson - Sopwith Pup	726	261	232	0	1219
3	Robert Zyp - Albatross DVQ	674	223	231	0	1128
4	Peter Goff - Fokker Eindekker	618	0	0	0	618

MILITARY
FINAL SCORES

#	Pilot - Aircraft	Static	Flight	Flight	Flight	Total
1	Peter Gow - Texan	662	297	300	0	1259
2	Laurie Knight / I Strachan - P40E	702	291	265	0	1258
3	Bill mansell - PT19 fairchild	486	256	248	0	990
4	Bill Mansell - Tigermoth	516	253	0	0	769
5	Peter Noak/ B tracy - FairChild P	674	0	0	0	674
6	Neil Gilbert - Hawker Tomtit	400	0	0	0	400

ARF
FINAL SCORES

#	Pilot - Aircraft	Static	Flight	Flight	Flight	Total
1	David Tennant - B25 Mitchel	0	250	309	0	559
2	Ray Ogle - P47 Thunderbolt	0	263	290	0	553
3	Derek Selvin - Taylorcraft L2	0	266	218	0	484
4	James Price - Tiger Moth	0	235	246	0	481
5	Tom Panagiotopoulos - Thunderb	0	240	226	0	466
6	Darryle Taber - P40E Kittyhawk	0	228	227	0	455
7	Dick tennant - MIG 3	0	162	0	0	162
8	Rick Pimbott - MIG 3	0	95	0	0	95
9	Guy Young - P-40 Warhawk	0	76	0	0	76
10	Kenneth G. Goff - Dh82a Tigerm	0	0	0	0	0
11	COLIN MITCHELL - P-47 Thunde	0	0	0	0	0
12	Anthony Ogle - Curtis Jenny	0	0	0	0	0
13	Peter Goff - DH82 tigermoth	0	0	0	0	0

OS Engines Day – P&DARCS 17th May

This event has been running for many years now. We've noticed it in the calendar and seeing as many of us have a model with an OS engine it was decided to enter this year.

The event is sponsored by Model Engines (The Australian agents for OS Engines and many other products) and there was an OS200FS engine up for grabs.

The weather forecast wasn't too inviting but it didn't stop a record entry. There were 77 pilots entered with 116 models. As this is not a competition the models varied from "crap" to "cream" (we were the cream of the ~~crop~~ crap). To be in the draw to win the OS200FS all you had to do was fly a model with an OS motor.

Noel, Max, Glenn, Rick and Roger represented our club. Noel flew his Bulldog, Max – Lancair, Glenn – Me163 Komet, Rick – Yak, Roger – Super Stearman and Cessna 182. Max was the only one to have an incident due to the engine not performing well enough to get the Lancair off the fairly thick grass. Consequently it stalled on takeoff and cart wheeled, miraculously there was very little damage.

The flying was a bit of a free for all with the number in the air limited to six – full marks to the pilots with their scale models who flew with five others of all descriptions in the air. Only the Boston and Liberator got the sky alone.

There were a lot of 2.4GHz radios and thankfully so otherwise there would have been longer queues for some of the popular frequencies.

Mike Farnan's WWII Boston powered by two OS Sirius 50cc 5 Cylinder four stroke radial engines. Model is very impressive on the ground and in the air. (Around 3m span)

Some of the models of note were Noel's Bulldog with the OS 200 FS. It aroused a lot of interest as did the Boston of Mike Farnan with the two OS Sirius 5 Cylinder four stroke radials. David Law had his approximately ⅓ scale Spitfire powered by a DA85 petrol motor. (Being a non OS engine it was flown for demonstration purposes and added to the day)

David Law's magnificent Spitfire. It's got to be bigger than ¼ scale – maybe ⅓ scale.

David law's DA85 powered Spitfire. It's a big model as you can see and flies extremely well and seems to perform as a Spitfire would have. Another world class Australian model.

There was a large DH88 Comet (Black Magic) with a couple of two stroke engines (probably at least 90's being big model). He had the misfortune to loose an engine on the landing approach causing it to veer over the pits finally stalling and crashing on the east side runway. It was a real mess. The only other crash we are aware of was a Boomerang in the outfield.

Mike Farnan and Neil Addicot put on thrilling displays of high speed formation flying with their large Pilatus PC9's both powered by OS 200 four strokes.

Rick, Glenn and Max surveying the situation.

Rick had one successful flight with his model and decided to retire undefeated as did Noel. Noel's flight was the best flight he's had with the Bulldog. The takeoff was straight down the runway and the landing was "text book".

Noel's Bristol Bulldog is coming to a stop after a perfect landing.

A very relieved looking Noel after the Bulldog came in for a perfect landing to round off a faultless flight.

Glenn had two flights with his Me163 Komet. He has modified the dolly which stops him getting off prematurely and lets him stay up longer.

Glenn managed to get off – left his watchamacallits on the runway as usual. (Bottom left)

Roger had two flights with the Super Stearman and 1½ flights with the Cessna 182. During the Cessna's second flight, after doing a roll the OS120FS stopped necessitating a rare dead stick landing. Only the second in its history! The first happened down at Geelong due to forgetting to fill the tank and now this after a roll. The tank will be pulled out and examined but I think it has something to do with the tank being fitted cross ways in the fuselage. It's rolled several times before but maybe the other way. Fortunately the engine cut in the right place enabling a normal approach and landing with half flap.

Roger's Cessna 182 & Super Stearman. Glenn is fuelling up the Komet and Max is posing for the camera!

It was nice to catch up with some old friends as I (Roger) was a member there many years ago (1968-1986). The field is in excellent condition and seems much better than it was a few years ago when we attend the Monty Tyrell Scale Rally. No doubt the huge water tanks enable them to keep water on the strips over the dry period.

The canteen was run by the local Primary School, the food was excellent and not over priced. On the weather side the day started off looking rather threatening with a brisk westerly wind interspersed with the odd shower. However conditions steadily improved throughout the day and it finished up quite pleasant.

The draw for the OS 200 FS was conducted at 3.00PM sharp and you had to be there to win. The lucky winner was Brett Reaby of the P&DARCS club. It was Brett's lucky day – he also won the ARF kit drawn earlier in the day. Prior to the draw Tony Farnan thanked all who attended and I think he said it was one of the best attended events so far.

We started packing up around 3:30-4.00PM and departed shortly after 4:30PM. It was a long slow trip home up the Monash Freeway at 80km/h. It's a shame P&DARCS is the other side of Melbourne because it certainly is one of the state's premier fields. Definitely worth putting on your calendar for next year!

Many thanks must go to Model Engines for sponsoring the event and P&DARCS for hosting at their field.

Coming Events

VFSAA Trophy – Shepparton June 6th/7th

Several of our members are going to Shepparton on Sat/Sun 6th/7th June for the VFSAA Trophy event. This is two days of the Queen's Birthday weekend. We must thank the Shepparton Club for allowing the VFSAA to hold the event at their field.

Event Calendar

May 3rd	VFSAA Competition – Lilydale.
May 16th/17th	Autumn Scale Rally – Albury.
May 17th	OS Engines Day – P&DARCS.
May 17th	"Mid May Muster" Scale Rally – Bairnsdale & District Model Aero Club.
June 6th/7th	VFSAA Trophy – Shepparton.
July 22nd	**BRMFC AGM.**
August 23rd	Golden Era Pylon Racing – Bendigo.
August 29th/30th	VFSAA Sportscale/Scale Rally – Albury.
September 19th/20th	Mammoth Scale Fly-In – Shepparton.
October 25th	**ARF Scale Event – BRMFC.**
November 28th	Old Timer – Haddon Field Ballarat.
Dec 2009-Jan 2010	63rd MAAA National Champs – Albury/Wodonga.

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

Models For Sale

E-GO Models – Mini P51D Mustang RTF

- Wingspan: 750mm
- Motor: 370 Motor with gearbox
- Battery: Li-Poly 7.4V, 450mAh
- Radio: 3channel FM, Mode 1, freq: 36.050MHz
- Still in the box – never flown.
- $150 ONO

Contact: Roger Carrigg on 0437 842 277 or roger@startek.com.au and make an offer.

Boeing 777 Electric powered model by Super Flying Models – **$150 ONO**

Wingspan: 1390mm (54.7")
Length: 1490mm (58.6")
Radio: 4 channel required
Motor: Fan units and brushless motors included
Features
Fully molded and painted for quick assembly
Two ducted fan units with brushless motors included
Shock-absorbing landing gear and more
Molded Aileron Servo pockets
All flight control surfaces come pre-hinged
Large size, generous wing area, and light weight
Overview
Two ducted fan units with brushless motors are included. The fully molded and painted airframe requires little time to assemble, making this Super Airliner ready for takeoff in a short amount of time. Additionally, all flight control surfaces are pre-hinged, reducing assembly time and ensuring smooth response right away. (Info courtesy of Hstore Hobbies web site.)

If you are interested in this model contact Glenn White: gwhite@vic.chariot.net.au or Mob: 0412 641 188 (This model just wouldn't suit Glenn – you know snap rolls on take-off etc.)