



# BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: [www.startek.com.au/brmfc](http://www.startek.com.au/brmfc)

Inc. No. A0001288M

## NEWSLETTER – September, 2008

### Committee 2008/2009

<i>President:</i>	Matt Porter	(0434 629 964)	<i>Public Officer:</i>	Roger Carrigg	
<i>Vice President:</i>	Nick Katsikaros	(0438 559 985)	<i>Safety Officers:</i>	Noel Findlay	(0418 801 287)
<i>Treasurer:</i>	Rick Pimblott	(0428 504 826)		Graeme Allen	(0418 534 983)
<i>Secretary:</i>	Roger Carrigg	(0437 842 277)	<i>Newsletter Editors:</i>	Roger Carrigg	
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<i>Returning Officer:</i>	Rick Pimblott		<i>Field Maintenance:</i>	Max Rowan	(0413 348 496)

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The next meeting of BRMFC is to be held out at the flying field on Wednesday September 24<sup>th</sup> 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 – Bowylie Clash
6. Meeting Venue – Report
7. Bus to Avalon – Mar 15<sup>th</sup> 2009
8. New Field Search

### 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

Latest correspondence from WestWind Energy shows wind towers in our paddock – one behind the car park and another south/west of the runways. A letter from the club was posted to WestWind Energy on the 31<sup>st</sup> July stating that we will not be able to continue flying at our field if wind towers YSWT14 & 15 are constructed at the locations shown on their planning permit map. At this stage we have not had a response from WestWind Energy. Submissions to the Department of Planning and Community Development had to be in by the 8<sup>th</sup> August 2008 in response to WestWind Energy's Planning Permit application.

Nick Katsikaros took on the task of preparing and sending off our submission stating how we will be affected by the proposed wind farm.

The President thanked Nick for his efforts.

The day after the meeting (28<sup>th</sup> August), the Secretary received an information pack from the Department of Planning and Community Development.

It contained two documents:

- Instruction sheet outlining the hearing process regarding our Lal Lal Wind Energy Facility submission.
- Pamphlet describing "What is a Panel".

The documents were scanned and sent to the committee as PDF files so they are in the loop.

There are four key dates to observe:

1. 18<sup>th</sup> Sep 2008 – Submit the **Panel Hearing - Request to be Heard** application form. (Submitted on 8/9/08)
2. 22<sup>nd</sup> Sep 2008 – Directions hearing at *Sails on the Lake*, Ballarat Yacht Club, Wendouree Parade at 11.00AM. (Nick and I (Roger) attended. More on this later.)
3. 21<sup>st</sup> Oct 2008 – Reports for **Panel Hearing** must be in by this date.
4. 5<sup>th</sup> Nov 2008 – **Panel hearing** starts in Ballarat at a venue to be decided.

**Action:** Secretary to submit the **Panel Hearing - Request to be Heard** application form before the 18<sup>th</sup> September. Arrange for say 2 or 3 members to attend the directions hearing.

We anticipate that it's unlikely WestWind Energy will shift the location of the wind towers that will affect our flying operations. With that in mind the thrust of our submission will be to see if any compensation can be sought to establish a new field.

#### 2. Field Maintenance

- a) Max advised that he has bought and fitted a new Delco battery in the mower. He said he bought a good battery in the hope that it will stand up to type of use it gets.
- b) The shade cloth will be repaired and put up before summer.
- c) Murri Anstis is to construct some new outdoor furniture.
- d) Sand pit frame to be moved so it is further from the fence – to be filled with sand when the weather warms up.

- e) The cape weed does not seem to be dying off. Needs to be sprayed again. There's about 3L of weed killer left over.

### 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.

Nick stated that he hasn't had a chance to do anything further such as videos.

Further discussion held over until future meetings.

### 4. ARF Scale Competition – 26<sup>th</sup> October 2008

Matt Porter gave the meeting a run down on behalf of the organizing sub-committee.

- Secretary emailed pilot invitations on the 16<sup>th</sup> August. (invitations will be sent out again as the event gets closer).
- The number of rounds will be determined by the number of entries – hoping for around 15 – 20.
- Roj's Hobbies is supplying an ARF scale kit which is effectively to be raffled as a "door prize". Club is to provide other prizes such as a Power panel, Fuel pump & Electric starter for the place getters.
- Rick P. has some items left over from last year to include in "goody" bags.
- Canteen to run on the day – need volunteers.

### 5. Open Day 2009 Date – Bowylie Clash

The date for next year's Bowylie Large Scale Rally has recently been set to 5<sup>th</sup> April 2009 which clashes with our Open Day. Our options are:

- Keep our day as is, however some members may wish to attend Bowylie which could impact on our display.
- Move date back to Easter Sunday 12<sup>th</sup> April. (Unlikely to clash with any other modelling events)
- Bring date forward to March 29<sup>th</sup>

**Unfortunately there's a lot on the contest calendar around that time.** Eg. For 2 weeks over the Easter period the National Championships for Radio Models are being held at Cootamundra.

The meeting decided against Easter Sunday leaving us with options a) & c).

It was decided that we must find out all the events that are on around that time that affect our display so an informed decision can be made at the next meeting.

**Action:** Secretary to establish all the events that affect our display so a decision can be made at the next meeting.

### 6. Meeting Venue

Nick advised that he didn't get a chance to contact the Ballarat Golf Club to see if we could use their facilities during the winter months.

It seems that most members are content to hold meetings at the field and seeing as summer is approaching it was decided that we would not do anything this year.

Nick said that he would still make enquiries at the Ballarat Golf Club to see what the situation is.

**Action:** Nick Katsikaros to contact the Ballarat Golf Club regarding the use of their facilities.

### 7. Imminent New Field

Given the cloud over our current field created by the proposed wind farm, the meeting agreed that we need to be looking for a new field albeit unofficially at this stage.

Ideally it would be great if the club could purchase its own block and possibly lease back to the vendor for grazing etc. With support from the VMAA & MAAA and some creative financial models our own field may one day be a reality. There are a few clubs that have managed to purchase their own fields.

We need to identify a new site within the next 12 months – to achieve this; the members need to be on the lookout. If/When we are officially looking for a new field we could advertise in the local papers etc.

### 8. Rick's Change of Details

Rick Pimblott advised that his email address [rick.pimblott@au.abb.com](mailto:rick.pimblott@au.abb.com) **no longer exists** and to use [pimblott@optusnet.com.au](mailto:pimblott@optusnet.com.au). Also his new mobile phone number is 0428 504 826.



### MAAA Membership Cards

By now you should have received your MAAA affiliation card. I received mine in the mail on 11<sup>th</sup> September. Members who paid after 15<sup>th</sup> August may not have received theirs yet.



### VMAA News

- ◆ The VMAA has purchased several new DVD's and these will be listed in the new VMAA directory.
- ◆ VMAA Trophy 18<sup>th</sup>-19<sup>th</sup> April 2009 – The VMAA Executive has decided to hold the next event at the State Field due to lack of attendance at previous events held at P&DARCS. The thinking is that it may attract other clubs more local to the State Field. This is a trial only to gauge whether lack of attendance is a location problem.
- ◆ VMAA Newsletter – Joe Finnocchiaro (editor) has advised the following closing dates for the next editions of the VMAA newsletter:

October 2008 – Closing date: 11 Sep 2008  
 December 2008 – Closing date: 13 Nov 2008  
 March 2009 – Closing date: 23 Feb 2009  
 June 2009 – Closing date: 14 May 2009

Good feedback was received on the color edition. The Executive has approved the cost of printing in color when it is appropriate and has left it to the discretion of the editor.

- ◆ VMAA Directory – A new directory is to be printed shortly. Quantities required are 3000 for current members and 2000 for new members over the next 3 years, giving a total print run of 5000. (BRMFC club details with a revised field location map have been submitted to the VMAA Secretary and Editor for inclusion in the revised directory). The new edition is to be released in March 2009.
- ◆ Avalon Airshow 2009 – The VMAA Executive has decided that due to the large amount of time and effort involved there will NOT be a flying display on the main runway or Hargreaves oval. It would be preferable to have a marquee on the main walkways to attract the public on the entry/exit to the show.
- ◆ State Field – The State Field is now being charged a Melbourne Waterways Fee for management of waterways, drainage and flood plains in the area. The VMAA Executive has moved that NFG is responsible under the contractual agreement. NFG is also assisting with Landcare tree planting in the local area.
- ◆ VMAA Equipment – The VMAA is in the process of purchasing equipment for loan to clubs to assist during public displays and competitions etc. Six two-way radios and a tacho have been purchased. A quote of \$4600 for PA equipment has been accepted.



**In the Workshop**

Mike Faulkner has another Scale Aviation Australia Airtourer to build. This is Mike’s second one of these and third Airtourer in total.

Mike has promised us a write up for the newsletter on the project. He’s been unwell lately, but I’m sure once back on deck he’ll put pen to paper.



Mike’s Airtourer undergoing meticulous scale detailing.



**Field Maintenance**

If you’ve noticed the floors in the shed, kitchen and toilet as well as the stove top look nice and clean please thank

Len Astbury for his efforts. It’s one of those jobs nobody wants to do and always gets left to “next weekend”. Thanks Len.

An inspection of the field shows the weed killer has knocked out a fair amount of the cape weed. It needs another spray ASAP when weather conditions permit.



**Crash Report**

This is the column we like to see empty – keep it that way!



**Tips & Tricks**

Has anyone got any tips we can use?



**Recent Events**

**VFSA Scale Comp/Rally at Albury – August 23<sup>rd</sup>/24<sup>th</sup>**

The weather throughout August had been pretty terrible for flying at the weekends so we were really hoping for some good weather up north in Albury and weren’t disappointed.

Four members A1 (aka Graeme Allen), Noel Findlay, Glenn White and myself (Roger Carrigg) headed off to Albury around midday for a leisurely drive up. Glenn and I had the trailer packed with Glenn’s Cessna 195; my P39, Super Stearman and Shoestring and the usual flight boxes, fuel batteries, chairs etc. Noel had his ever faithful Gypsey Moth polished to a “t” in his van, but had to find room at the last minute for Glenn’s Me 162 Komet complete with dirt, oil, crap etc.

It’s a pity there’s no direct roads from Ballarat when heading up the Hume Freeway. If you want to stay on freeways you have to go all the way down to Melbourne on the Western Freeway, around the Western Ring Road to the Hume Freeway picking up the new Craigeburn bypass. If you look at it on a map it takes you way off course but you have the luxury of freeway motoring but still not so good in peak times.

To cut out the Melbourne section you can turn off at Bacchus Marsh and go through Gisborne, Riddell’s Creek, Romsey, Lancefield, Kilmore then to Broadford where you pick up the Hume Freeway. This is not a bad run – quite a pleasant drive in fact without much traffic, but at night there are sections where you need to be vigilant for “skippies” particularly between Gisborne and the Marsh.

Recently we’ve gone through Daylesford; then taken the Woodend road through Lyonville and Tylden. From Woodend it’s a simple drive to Lancefield past Hanging Rock and from Lancefield it’s the same as above, on to Kilmore and Broadford. You have to be careful in the winter months though, with the threat of black ice forming on the Daylesford/Lyonville section. Noel said he always goes this way when heading up the Hume and it’s



definitely both shorter and quicker than the freeway or Gisborne routes.

Glenn and I met up with Noel at Kemp's Bakery in Kilmore for lunch around 2.00PM. They make a delicious egg & bacon roll and have some mouth watering cakes on offer. Once lunch was over we headed off up the Hume Freeway in convoy with Noel in the lead. I guess it's a pretty boring drive up the freeway but it's relaxing. As we approached the Albury turn off (the Hume Freeway now bypasses Albury) Noel signaled for us to take the lead as he wasn't sure where to find the Australia Park Motel. The motel is on the right hand side just past the Lincoln Causeway and a block or two before the right hand turn to take the old Hume Highway route.

We pulled into the motel and noticed that A1 was already here. When I got out of the car Noel said to me "your trailer lights aren't working". I immediately went to the trailer coupling to be confronted with a plugless wiring loom dangling on the driveway. The *flat plug/7 pin round socket* adaptor had obviously pulled out of the flat socket on the car and the adaptor and trailer plug had fallen down on to the road. All that was left after the 400 km trip were bared wires on the trailer loom. It may have dropped out shortly after we left home or well into the trip, who knows. The car & trailer have done tens of thousands of kilometers together so I guess I didn't push the adaptor into the car trailer socket securely so the flap on the socket retains the adaptor. (bugger!!!)

After we checked into the motel it was definitely beer o'clock, so after unpacking we climbed into Noel's van and headed into Albury proper to get some supplies. We also planned to buy a new trailer plug and adaptor. It was at this stage we found out that almost everything closes in Albury at 5:30PM on a Friday. Apparently they alternate with Wodonga on late night trading. We managed to find a supermarket and then a bottle shop, but left the trailer plug 'til morning.

There were several other VFSAA members staying at the motel namely, Noel Whitehead, Graeme Godden, David & Issy Anderson, Barrie Reaby and Angelo Favaloro and their wives. It was at this stage we learnt that John & Ian Lamont and Keith Schneider were not coming due to illness. I thought the event just won't be the same without them.

We had a couple of pre dinner drinks and a bit of bultish then the four of us headed off on foot to the Commercial Club for dinner. (Being tight arse strapped for cash aeromodellers we had the 'all you can eat buffet meal' for \$16). The others went to the Hogs Breath Café which we passed just before we got to the Commercial club.

After a pleasant evening and an early night it was then time to get psyched up for Saturday's competition. We awoke to a perfect morning – blue sky and no wind. Albury was really turning it on for us. Before heading off we availed ourselves of the continental breakfast supplied by the motel as part of the tariff. The upstairs restaurant was very pleasant with cereal, juice, toast and coffee available on a self serve basis. Cooked breakfast was also available at extra charge.

With breakfast over, it was then time to make the journey out to the Twin Cities Club flying field at Ettamogah. Glenn and I still had the trailer plug issue to address so we stopped near the Auto shops on the way waiting for them to open at 9.00AM. As it turned out there was a Supercheap nearby which was already open but they didn't have what we wanted. By this time it was 9.00AM and Autobarn was just opening; we were their first customers for the day. Fortunately they had the trailer plug and adaptor we needed so a quick purchase was made. We then continued carefully to the field where we would fit the plug during the course of the day. Fortunately there was little traffic at that time.

When we arrived at the field there were already plenty of modelers there unpacking and setting up their models. We were a bit late arriving and I had two models to setup. The Stearman takes a while to get it assembled; this delayed my entering so I was down toward the end of the flight order.



*Graeme's Super Cub, Roger's P39 and Super Stearman, Glenn's Cessna 195 and David Balfour's (Albury) Curtis Robin.*

Without Keith Schneider to run the show Noel Whitehead, Trevor Pugh and David Anderson took up the cudgel. The first round was ARF to be followed by Scale.

Graeme got off to a good start, after assembling his model he noticed smoke billowing from the top of his flight box. Panic stations – the top was ripped off to reveal a mass of melted wires rendering it unusable for the weekend.



*Graeme got a little overheated in Albury, this time it was the battery in his flight box.*

Overall the flying was quite uneventful and as competitors, I guess that's the way we like it. On the first flight of ARF, David Anderson landed his Katana short up against the

fence presumably caused by an engine failure on the landing approach. Apparently there was no damage as he was competed in the following round.



Noel Whitehead making his way down to the flight line with Top Flite Corsair in tow. Unfortunately it was plagued with engine troubles and unable to fly.

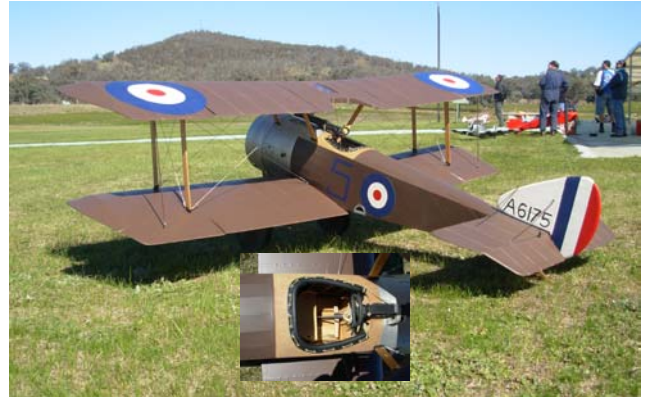
Noel Whitehead had trouble with the engine in his Corsair, being unable to get it started on either flight. He also lost a spat off his RV 4 on Sunday during the Rally which we found in the down wind flyover paddock.



Motor's still running – must've been a cheap flight! The second flight wasn't so cheap on props though!



I wonder whose ears are burning now! Noel's ever faithful Gypsy Moth is in the foreground. It's competition debut was at the '97 Nationals at Waikerie SA.



A huge magnificently built Sopwith Pup by an Albury member. Model hadn't flown as yet – had plenty of cockpit detail as can be seen by the photo inset.

Gary Sunderland also had trouble with the engine in his Fokker. He said he has come to the conclusion that it's worn out, a victim of the dusty field at Bacchus Marsh.



Trevor Pugh from Greensborough with his new Adams A500 push/pull twin.

Everyone was hanging out on Sunday to see Trevor Pugh's Adams A500 take to the air. Trevor said that it's only had one flight so far and a little trouble showed up with the main retractable undercarriage legs. Trevor finally flew it on Sunday during the rally after overcoming engine starting problems caused by excessive voltage drop in the on-board glow system connected to both Magnum 91 four strokes. Unfortunately the engines weren't putting out as much power as they can and more to the point, as the model needed. On take off it lifted off with insufficient airspeed and wallowed dangerously, fortunately Trevor managed to keep it under control while it gained airspeed and altitude. After a few circuits we noticed something fall from the model and on the next pass over the runway it appeared one main leg was missing. Trevor flew it around for a few more circuits and decided to bring it in on the grass rather than scrape the airframe on the plastic matted runway. It's always a bit unnerving when something goes wrong however Trevor managed to land the A500 on the grass holding off touch down as long as possible. The final contact with terra firma was smooth and the A500 came to rest safely slewing around to the left. On close inspection after the landing it was found that only the wheel fell off rather than the entire strut. No doubt Trevor will get it all sorted out.





*It's show time folks! The pressure is mounting as Graeme starts the Magnum 120 FS in his Super Cub.*

In winding up it's great to report that there were no crashes over the entire weekend.

Finally we must thank the Albury club for hosting the weekend and running the canteen for our enjoyment. They truly have a great field and are to be congratulated on their achievements. They own (buying) the field which covers 80 acres of picturesque grazing property only a "stone's throw" to the north of Albury. Yeah we're jealous!!!

Overall it was a very pleasurable weekend, the company was great, the weather was excellent and the flying most enjoyable. I'm sure we'll be back again next year or any other events held up there.

**ARF Results in flying order**

Pilot	Model	Flt 1	Flt 2	Total	Place
D. Anderson	Katana	1686	1860	1773	5 <sup>th</sup>
B. Reaby	RV 4	1365	1570	1467.5	9 <sup>th</sup>
M. Knight	Yale	1647	1842	1744.5	7 <sup>th</sup>
<b>N. Whitehead</b>	<b>RV 4</b>	<b>1926</b>	<b>1890</b>	<b>1908</b>	<b>3<sup>rd</sup></b>
<b>P. Bailey</b>	<b>Extra 300</b>	<b>2004</b>	<b>2019</b>	<b>2011.5</b>	<b>1<sup>st</sup></b>
G. Allen	Super Cub	1773	1734	1753.5	6 <sup>th</sup>
A. Favalaro	Corby Starlett	1344	492	918	10 <sup>th</sup>
R. Carrigg	Super Stearman	1800	1755	1777.5	4 <sup>th</sup>
N. Leach	Decathlon	1590	1761	1675.5	8 <sup>th</sup>
<b>T. Gyoles</b>	<b>P47</b>	<b>1837</b>	<b>1989</b>	<b>1913</b>	<b>2<sup>nd</sup></b>

**Scale Results in flying order**

Pilot	Model	Flt 1	Flt 2	Total	Place
G. White	Cessna 195	1389	1275	1332	4 <sup>th</sup>
N. Glew	Corsair	1247	1267	1257	6 <sup>th</sup>
G. Sunderland		DNF	DNF		
N. Whitehead	Corsair	DNF	DNF		
<b>N. Findlay</b>	<b>Gypsy Moth</b>	<b>1518</b>	<b>1630</b>	<b>1574</b>	<b>1<sup>st</sup></b>
C. Henry	Extra	1336	1285	1310.5	5 <sup>th</sup>
<b>D. Balfour</b>	<b>Curtis Robin</b>	<b>1476</b>	<b>1562</b>	<b>1519</b>	<b>2<sup>nd</sup></b>
<b>R. Carrigg</b>	<b>P39 Airacobra</b>	<b>1443</b>	<b>1311</b>	<b>1377</b>	<b>3<sup>rd</sup></b>



*Noel Findlay receiving trophy for 1<sup>st</sup> place in scale from Noel Whitehead.*



*Roger Carrigg receiving trophy for 3<sup>rd</sup> place in scale from Noel Whitehead.*



**Coming Events**

**ARF Scale Competition – October 26<sup>th</sup>**

Well it's heading toward the business end of the year again and hopefully we are in for some nice weekends so that you can get those birds out of mothballs and up in the sky. It's great to see that there has been some action at the field recently with some pilots getting their eye in after a break and others that have been game enough to show off and maiden their winter projects. In just five short weeks (26 Oct) our annual ARF Scale Competition will be held at the field and it is hoped that a good contingent of BRMFC members will be present to both compete and also lend a hand to make the event run smoothly on the day.

The event is open to all pilots flying an ARF scale fixed wing aircraft and will be scored and judged similarly to stand-off scale rules. To wet your appetite and entice competitors, Roj's Hobbies has kindly donated prizes for the event and in particular a large ARF scale model which every entrant will have an equal chance of wining. Yes you have read correctly I did say equal chance which means you don't necessarily have to win the event to win the major prize.

For further details and a copy of the pilot entry form, check out the promotional flyer at <http://www.startek.com.au/brmfcc/ARFScaleComp.aspx>.

**Be quick to enter as there are limited entries available.**

Cheers, Matt.

### Sausage Sizzle – Sunday November 23<sup>rd</sup>

It seems ages ago that I put our name down at Bunnings Wendouree for a sausage sizzle, but here it is only 2 months away. The year sure is slipping by.

This time it's on a Sunday (**November 23<sup>rd</sup>**) so that's a bit of an unknown in terms of turn over. Although whenever I've gone to Bunnings on a Sunday it seems to be just as busy as Saturday and the groups running the sausage sizzle also seem to be selling plenty.

As usual we'll need many "hands on deck" so put this event on your calendar as one not to miss.

We're committed to running the stall from 9.00AM to at least 4.00PM. This will require a turnover of members to spread the load. It gets pretty "full on" around midday.

I suppose it'll turn out to be a perfect flying day while we're selling snags!!!



## Event Calendar

- Sept. 20<sup>th</sup>/21<sup>st</sup> Mammoth Scale Fly-In – Shepparton.  
**September 24<sup>th</sup> BRMFC Meeting.**  
 October 7<sup>th</sup> Annual Auction – Model Aircraft Club of Sunbury at St Andrews Church Barkly St. Sunbury. From 6.00PM.  
**October 22<sup>nd</sup> BRMFC Meeting.**  
**October 26<sup>th</sup> ARF Scale Event – BRMFC.**  
 November 16<sup>th</sup> OS Engines Day – P&DARCS.  
**November 23<sup>rd</sup> Sausage Sizzle – Bunnings Wendouree.**  
 Nov 29<sup>th</sup>/30<sup>th</sup> Fun Fly & Swap Meet – Hamilton.  
 Mar 10-15<sup>th</sup> 2009 Avalon Airshow.  
**April 5<sup>th</sup> 2009 BRMFC Annual Display Day.**  
 April 4<sup>th</sup>/5<sup>th</sup> 2009 Bowlyie Large Model Scale Rally.  
 May 10<sup>th</sup> 2009 OS Engines Day – P&DARCS.  
 April 12<sup>th</sup>-26<sup>th</sup> 2009 62<sup>nd</sup> MAAA National Champs – R/C events at Cootamundra.  
 Dec 2009-Jan 2010 63<sup>rd</sup> MAAA National Champs – Albury/Wodonga.

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