



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – September, 2004

Committee 2004/2005

<i>President</i>	Glenn White	<i>Returning Officer</i>	Rick Pimblott
<i>Vice President</i>	Nick Katsikaros	<i>Public Officer</i>	Roger Carrigg
<i>Treasurer</i>	Rick Pimblott	<i>Safety Officers</i>	Peter Evans, Wayne Goodwin
<i>Secretary</i>	Roger Carrigg	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Publicity Officer</i>	Graeme Allen	<i>Field Maintenance</i>	Peter Barnett

The next meeting of BRMFC is to be held at Central Highlands Table Tennis Centre (corner of Howitt and Doveton Streets) on **Wednesday September 22nd 2004** 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. Strategic Plan
2. Incorporate Life member Protocol into Constitution – (See protocol inside)
3. Field Maintenance (Mower)
4. Fund Raisers – Sausage Sizzle
5. Club Uniform
6. Open Day Preliminary Discussion

Points of interest from the last meeting

1. Vacant Positions

The positions of Vice President and a Safety Officer were not filled at the AGM. The President and Secretary nominated Nick Katsikaros at an informal meeting at the field on a Sunday a couple of weeks ago. Nick accepted the nomination. There were no other nominations at the meeting therefore Nick Katsikaros is declared Vice President for 2004/5. Wayne Goodwin was also asked to fill the vacant Safety Officer position. Wayne accepted.

2. Incorporate Life member Protocol into Constitution

The Secretary pointed out that the next meeting has been gazetted in the August 2004 newsletter as an extraordinary meeting where Tom Jobling's life member protocol will be presented for incorporation into the constitution. The President suggested that the protocol be reprinted in the next newsletter.

3. Field Maintenance

Pot holes in the field access track need filling, grass in the compound needs cutting before it gets too long for the mower. Rubbish bins need emptying. Working bee scheduled for Saturday morning to attend to these issues.

Murri Anstis advised that the ramp for the canteen is under way.

(On Saturday morning 28th Aug, Max Rowan picked up a trailer load of road fill and filled the pot holes in the access track. Max also took rubbish bins to the tip. Hugh ran the ride on mower around the compound. Rick and Pam brought out BBQ lunch.)

4. Club Uniform

Gordon Hicks presented the meeting with some more options regarding apparel suitable for our club uniform. Items displayed were Orange safety vests and sleeveless vests. It was thought that the club needs about 4 or 5 orange vests for use on open day. Need to check in the container to see how many we already have. Gordon is to bring items to next meeting for a decision and indication of the order quantity.

Gordon also discussed some options regarding printing club logo on items such as wine glasses, which could be used as prizes on our open day. Meeting thought that a single glass would not be very useful – you need a set and it would get too expensive. However the meeting was receptive to the idea of doing something different regarding prizes on our open day.

5. Bronze/Gold Wings

The President presented Wayne Goodwin with his Gold Wings. Wayne passed the test on Sunday 1st August 2004. Once again congratulations Wayne.

The President reiterated that all members should be able to at least attain their bronze wings.

6. Fund Raisers – Sausage Sizzle

Our first sausage sizzle for the year is set for Saturday morning 11th September at Safeway Sebastopol. The Secretary suggested that we get another gas bottle so that we have a reserve. Wayne Goodwin was asked to investigate the purchase of another 9kg bottle or get onto the bottle exchange program. Glenn White is to order sausages and onions, Roger Carrigg to get bread. *(Wayne has since purchased a new 9kg bottle and had it filled)*

7. Roy Gladman Competition – Aerobatics

The competition has been rescheduled for Sunday 12th September.

8. Bunnings club display

Bunnings has asked BRMFC to participate in regular displays on a Saturday mornings.

The Secretary advised that nothing has been done yet.

9. Pot Belly Stove

It has been noted that the potbelly stove in the shed is getting near the end of its days. We will need to look into a replacement before next winter. It should see us out for this winter.



VMAA News

An updated VMAA directory is expected to be sent out with the September VMAA newsletter.

18 Bronze, 1 Gold , 1 instructor wings issued in the last month.

State Field – Resurface of E/W runway to cost approx. \$2000. Resurface of car park to cost \$300. Initiative of inviting other clubs to field is showing a poor response.

VMAA Website – For the month of June there were 787 unique visitors which is an average of 35 per day. The VMAA web site is www.vmaa.com.au



Field Maintenance

On Saturday 28th August we had a small working bee. Several members helped with minor repairs to the road into the field. It was beginning to develop a few pot holes after all the rain we have had over the last few weeks. Now that the sun is getting a little warmth in it the grass is starting to grow. The sheep have been keeping the main areas short but inside the compound it was getting rather long



All hands were on deck to cut the grass which is growing rapidly now.



Looks like Peter Barnett (Field Maintenance Officer) is putting more cord in whipper snipper for Pam.

With all hands on deck it didn't take long to get things ship shape.

It is nice to report that the bins have finally been emptied. If anyone has any small trees or shrubs they would be more than welcome. A few of the ones we planted last year have gone to the great plantation in the sky.



New Models seen at field

Graeme A. (A1) finally got his latest model out to the field. This one is a real beauty, a large A.R.F. Cessna Skymaster Powered by two Magnum 91 four strokes.



Graeme's .Cessna Skymaster powered by 2 Magnum 91FS

The model looks very neat in blue and white. It is amazing how good A.R.F.s are getting, just the job for busy people that don't have the hours to spend building. Having said that I know that Graeme has spent many hours preparing this model for its maiden flight.

The weather conditions were perfect and both motors ran on song, the Cessna was taxied to the end of the runway and a takeoff was attempted. The model didn't want for power and rapidly accelerated down the runway but before takeoff speed was reached the model veered off to the right causing takeoff to be aborted. On inspection it was

found that the nose wheel didn't have the required strength to steer a model of that size.

One week later Sunday 5th September and Graeme was back again with all the under carriage sorted out. The two four strokes were fired up and the model was ready to go. This time there were no problems, the Cessna rotated with ease and gently climbed away. After one or two minor trim adjustments the model was soon flying "hands off". After completing several circuits there was a loud backfire type noise as the front motor stopped, this didn't seem to affect the handling capabilities to any great extent as the model was put into a landing circuit. The landing was uneventful Graeme didn't even bend the front wheel (very unusual).

On inspection it was noticed that the plastic spinner had come off the front motor, that would have been the noise we all heard and the probable cause of the motor quitting.

All that is needed now is a new spinner, a few more flights under his belt and he will be ready for Shepparton.

P.S. We have an update on Graeme's model the noise the motor made wasn't from the ejected spinner but from a broken conrod!!! A new motor has now been installed and the Cessna has had another flight incident free.



Cloud formation seen shortly after Graeme landed !!

Hugh also had his big ugly stick out at the field on September 5th but had trouble with motor and undercarriage. Prop was too close to the ground and the U/C was not strong enough. Hugh is now in the process of fitting a new undercarriage. Model will be flown shortly.

Wayne had his Beech Bonanza out there to have its test flight and to have its heavy model certification.

This is a lovely model powered by a Saito 150 FS and full of great scale detail inside and out. Motor started with no problems and obviously was putting out plenty of power.

After everything was checked and found to be performing as expected model was taxied to the end of the runway. Once the throttle was opened the model accelerated straight down the runway rapidly gaining flying speed but didn't want to lift off. With copious amounts of up elevator the Bonanza literally leapt into the air. Thankfully the power of the Saito pulled it up to a safe height where Wayne leveled off and trimmed the model. Model looked nice in the air and behaved as expected. Only small amount of elevator trim was needed.

After several circuits model was slowed and flaps were deployed with no noticeable pitch effect. As the model slowed Wayne decided to leave the flaps down and set up for a landing. The approach was perfect but we think his nerves got the better of him and missed the flair prior to touch down. The front wheel touched down first causing the Bonanza to bounce and as Roger (A3) predicted the loose main wheel fell off. After the rebound Wayne made a valiant effort to get the model safely on the ground. Unfortunately the second bounce was more severe resulting in damage to the nosewheel strut and right hand main leg which was torn out. It's great in hind sight, but from an observers point of view, power should have been applied immediately after the first bounce, and seeing as a wheel had come off it would have been better to completely abort the landing and attempt a landing with gear up. Bad luck Wayne, but we know you will have it ready again shortly.

Graeme is hogging this column this month on Sunday Sept 12th he had another one of his models out there. This time a 1/4 scale Cap powered Saito 150 FS. Graeme had problems starting the motor due to the prop nut coming loose. So many engines are too short in the threaded section of the crankshaft to allow for spinner and lock nut. As time was running short the CAP was unable to be flown.

Talk about be ready for Shepparton it seems that all the big models were out there on fathers day getting ready for Shepparton

Max flew his Jenny to have it re certified by Murri

Rick put in a couple more flights with his beaver.



Rick's petrol powered DH Beaver - flies very smoothly.



Crash Report

Nice that there is not much to report. Only incident was Wayne's heavy landing - see new at field.



Tips & Tricks

Never take a sleeping pill and a laxative on the same night!

Always remember If you're being chased by a police dog try not to go through a tunnel, then on to a little seesaw, then jump through a hoop of fire. They're trained for that.

On a lighter note seeing that the Olympics are now a thing of the past

Here is a selection of the top nine comments made by NBC sports commentators so far during the Summer Olympics that they would like to take back. The others were deemed unsuitable for this high class publication. Here's what's left. If you want the other five email Glenn gwhite@netconnect.com.au they are worth seeing.

2. Dressage commentator: "This is really a lovely horse and I speak from personal experience since I once mounted her mother."
3. Paul Hamm, Gymnast: "I owe a lot to my parents, especially my mother and father."
4. Boxing Analyst: "Sure there have been injuries, and even some deaths in boxing, but none of them really that serious."
5. Softball announcer: "If history repeats itself, I should think we can expect the same thing again."
6. Basketball analyst: "He dribbles a lot and the opposition doesn't like it. In fact you can see it all over their faces."



Events

Sausage Sizzle

We held our first sausage sizzle for the year on Saturday September 11th. We must have picked the coldest and wettest day for the year. As we packed up it was actually snowing. The usual crew put in the effort and even with the inclement weather we managed to make \$170 plus we have about 50 sausages left over which we can use for our barbecues at the field.

The next one is set down for **October 16th** also at Safeway Sebastopol.



Coming Events

Roy Gladman Round 2 – Aerobatics

Guess what? It had to be cancelled again due to the weather. A new date will be set at the next meeting.



Event Calendar

Sep 18 th /19 th 2004	Large Scale – Shepparton
Oct 16 th 2004	Sausage Sizzle – Safeway Sebastopol.
Oct 16 th /17 th 2004	Mallee Rally – Warracknabeal.
Oct 16 th /17 th 2004	Swan Hill Electric Flying Weekend.
Oct 24 th 2004	Annual Display – Bendigo.
Nov 21 st 2004	Sport Scale Rally at State Field– NFG
Nov 27 th /28 th 2004	Hamilton Annual Display.

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



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BRMFC MEMBERSHIP – Reprinted from September 2003 newsletter.

Introduction:

A need exists to formalise the terms and conditions of membership to the BALLARAT RADIO MODEL FLYING CLUB Inc. (BRMFC Inc). Membership of any club or group should be an honour and privilege which precludes any such member from bringing the group or its activities into disrepute. In this respect the BRMFC is no exception.

It is proposed to discuss this protocol at the September 2004 meeting with the view to accepting and incorporating it into the BRMFC constitution.

1. Types of Membership:

Various types of membership are necessary to allow the club to function and the members to have a fair voice on matters that may affect their activities or functions within the club. Public liability Insurance is essential for a person to fly a model aircraft at the club designated flying field.

a. Senior Member

A Senior member is a person over the age of 18 years that is accepted into the club as a modeller and/or pilot. A senior member shall pay all fees levied by the club for membership and pay the prescribed MAAA Insurance Levy. A senior member may fly model aircraft unrestricted at the clubs' designated flying field. A senior member shall have full voting rights at any meeting convened by the elected committee of management.

b. Junior Member

A Junior member is a person under the age of 18 years that is accepted into the club as a modeller and/or pilot. A junior member shall pay all fees levied by the club for junior membership and pay the prescribed MAAA Insurance Levy. A senior member must always supervise a junior member while exercising the right to fly a model aircraft at the clubs' designated flying field. A junior member shall have full voting rights at any meeting convened by the elected committee of management.

c. Associate Member

An Associate member is either a Senior or Junior member and already belongs to another VMAA affiliated club. The associate member pays the prescribed MAAA Insurance Levy through the other club. Proof of membership is required by way of the MAAA card. The associate member has all the rights of the Senior or Junior member category.

d. Social Member

A Social member is a person that is accepted into the club but does not wish to fly a model aircraft. A social member shall pay all fees levied by the club for senior or junior membership. No insurance levy is required. A social member shall have restricted voting rights at any meeting convened by the elected committee of management. These restrictions shall apply to all matters directly affecting the flying of model aircraft and flying field safety.

e. Family Member

The club may permit a family group to apply for membership. All persons so accepted shall fill one of the other designated membership identities. The club may apply such special membership fees as determined at a general meeting of members for family membership. The prescribed MAAA Insurance levy must be paid for any family member intending to fly a model aircraft at the clubs' designated flying field.

f. Honorary Member

The club may accept the nomination of a person as an honorary member. An honorary member shall have all the rights of a senior member. An honorary member shall not be required to pay any club membership fee. However, should the honorary member wish to exercise the right to fly a model aircraft at the clubs' designated flying field, then that honorary member shall become liable for the prescribed MAAA Insurance Levy.

g. Life Member

The club may accept the nomination of a person as a life member. A life member shall have all the rights of a general member. A life member shall not be required to pay any club membership fee. However, should the life member wish to exercise the right to fly a model aircraft at the clubs' designated flying field then that Life member shall become liable for the prescribed MAAA Insurance Levy.

2. Gaining Membership:

- a. Any person may gain membership of the BRMFC within category a) to e) by being nominated by an existing member, completing the membership application form and paying the appropriate fees and MAAA Insurance Levy.
- b. A member may nominate a person to be a Social Member. Such a person should have a general interest in aeromodelling. A social Member is required to pay the Club annual subscription. Should a Social Member decide to engage in club flying activities then the Social Membership status shall be altered to reflect that decision, eg. Social Member becomes a Senior or Junior Member.

- c. A club member may nominate any person to be admitted as an Honorary Member. Such nomination shall be accompanied by a written proposal detailing the special attributes the nominee would bring to the club. An Honorary Member may be a member of another club, or a prominent person who would bring defined expertise to the BRMFC. An existing member of the BRMFC may also be nominated. That member should have performed exemplary duties within the club. For example, a member who has continuous membership in excess of 10 years and has served for at least four years in an executive position could be eligible for Honorary Membership nomination. To be accepted as an Honorary Member the nomination must be presented at a general meeting; debated and carried at the following general meeting by over 50% of the club membership. Nominator would need to lobby members to attend meeting to gain required votes.
- d. Any BRMFC member may nominate another BRMFC member to be given Life Membership of the club. A Life Membership nomination shall be a written statement showing good cause to why a Life Membership should be granted. Good Cause may include such issues as:
- i. Extensive service to the club over a minimum of 10 years.
 - ii. A specific incident, where Life membership would be an appropriate reward.
 - iii. Long and faithful membership and service to the club, including executive service. This category of Good Cause would probably apply to an ageing member as reward.

To be accepted as a Life Member the nomination must be presented at a general meeting; debated and carried at the following general meeting by over 50% of the club membership. Nominator would need to lobby members to attend meeting to gain required votes.

- e. Conditions applying to Honorary and Life Membership include:
- i. Total Honorary and Life Members shall not exceed 10% of other Club Membership.
 - ii. Honorary Membership shall be reviewed annually, at the monthly general meeting following the Annual General Meeting.
 - iii. *(Need to establish a clause that defines where a member is non active for a specified period of time the life membership is revoked.)*

3. Expulsion:

A member of any category may be expelled from the club membership by a unanimous vote of all members present at a general meeting. A motion for expulsion must be made in writing to the BRMFC Honorary Secretary not less than seven days before a general meeting. The motion shall contain all relevant information referring to the request for expulsion.

Cause for expulsion may be any act or behaviour that brings the BRMFC or aeromodelling in general into disrepute.

The elected Executive may suspend a member of any category immediately, pending investigation of a report of an act or behaviour that is considered to have the potential to bring the BRMFC into disrepute.