



# BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: [www.sehler.net/brmfc](http://www.sehler.net/brmfc)

Inc. No. A0001288M

## NEWSLETTER – January, 2003

### Committee 2002/2003

<i>President</i>	Glenn White (Acting)	<i>Returning Officer</i>	Rick Pimblott
<i>Vice President</i>	Glenn White	<i>Public Officer</i>	Roger Carrigg
<i>Treasurer</i>	Rick Pimblott	<i>Safety Officers</i>	Wayne Goodwin, Max Rowan
<i>Secretary</i>	Roger Carrigg	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Publicity Officer</i>	Graeme Allen	<i>Field Maintenance</i>	Max Rowan

The next meeting of BRMFC is to be held at Central Highlands Table Tennis Centre (corner of Howitt and Doveton Streets) on **Wednesday January 22<sup>nd</sup> 2003** 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. Mower Replacement
2. Avalon Bus
3. Life Member Protocol
4. Annual Display
5. Field Maintenance
6. Roy Gladman Round 1
7. Raffle Ticket Equipment
8. APA Model Engines Trophy

### Points of interest from the last meeting

Please refer to the December 2002 newsletter.



#### Fire Danger

Please be very careful at the field during this extremely dry period. **Don't drive vehicles over any areas where the grass is long because a hot exhaust system could easily start a fire.**

Vehicles must be confined to the driveway and the parking areas around the facilities.



#### Safety Item

In the interests of safety the club has purchased a bottle of 30+ sun cream for the benefit of members and visitors. It is a blue bottle with a plunger on top and can be found in the shed. This is very important to use when our faces are often pointed skywards whilst flying.



#### President

Just a reminder that Glenn White (Vice President) is taking on the role of acting President until the end of the financial year. This is due to Matt Billett's resignation as president

effective from December 24<sup>th</sup> 2002. This was reported fully in the last newsletter. Once again Matt, thanks for all you have done for the club and all the very best to you and your family in your future endeavors



#### New Member

The club takes this opportunity to welcome Malcolm Miles as a member of BRMFC. Malcolm has been previously involved in aeromodelling and saw us flying at Dereel late last year which rekindled his interest. We encourage Malcolm to come along to the next meeting and be introduced to the members. Malcolm lives at Dereel and his wife runs a clothing alteration business located next to AAMI in Curtis Street.



#### New Models seen at field

Ricks big 100+ inch De Havilland Beaver powered by a Zenoh 38cc petrol engine was back at the field ready for its test flight last Sunday 5<sup>th</sup> January. Graeme Allen successfully test flew the model. It flew with no vices and the engine ran flawlessly with ample power. There was one minor hiccup on landing, when one of the wheel axles came adrift. The wheels and axles don't seem to be substantial enough for the size of the model. Rick should be very pleased with the Beaver's overall performance.



Another shot of Rick's Beaver taken when it was at the field on Sunday 8<sup>th</sup> December 2002.

Another new at field was to actually see Noel Findlay and son Joel at the field with a model flying. This is the first time Noel has graced our field with a model and actually flown. Its always a pleasure to see such well presented models and see them flown in a way they should be flown (even if they are woosey non aerobatic ones) We look forward to seeing Noel and Joel out there more often.



### Crash Report

Regrettably the first crash for 2003 was one of our student pilots. Gordon Hicks lost his Classic Trainer on Sunday 5<sup>th</sup> January whilst setting up the buddy box system with Max. Unfortunately the wrong aerial was extended causing the model to run out of range shortly after take off. The model crashed heavily on one wing tip and was damaged beyond practical repair.

This is a crash that should not have happened. Instructors must pay close attention to the traps of the buddy box system especially when mode 1 and 2 are mixed and crystals are going to be changed. If you are not sure about the ramifications of what you are doing then get a second opinion. It is imperative that we keep our student pilots in the air. Max is making every effort to get Gordon flying again ASAP. (Gordon was flying again on 12<sup>th</sup> January)

Graeme was "pissed off" again on Sunday (5<sup>th</sup> January). After spending 3 days making a new and stronger nose leg for his Cessna he landed on it again and bent it. Grrrrrr!!!! He muttered some crap about the engine cutting just at the wrong time.

Stop Press! It has come to my attention that Glenn broke the tail off his Hornet on Wednesday evening (15<sup>th</sup> Jan) when the engine stopped in an awkward spot. Not to be deterred it was glued on and flying again on Thursday evening. (Glenn is using the Hornet as a test bed to sort out the YS 63 4 stroke that he bought to power his Grumman Bearcat.)



### MAAA 56<sup>th</sup> Nationals

Several of our members made the trip to Albury/Wodonga which hosted the 56<sup>th</sup> Nationals. Those who went were Graeme Allen, Noel Findlay and family, Gordon Hicks and family, Glenn White, Wayne Goodwin and Roger Carrigg. Sad to say, that none of us entered in the competitions. This is the second year in a row that the Nats have been held in Albury/Wodonga which made it a lot easier because we new where everything was. The prime interest for our group was the R/C scale events. These were held at the Twin Cities Field north of Albury near the Ettamogah Pub.

To get to the Twin Cities field you turn off the Hume Highway about 2km past the 100kph speed sign as you leave Albury. The turn off is called the Olympic Way which goes to Wagga. The field is then about 1km up the first turn off to the left. The Twin Cities club recently purchased the 80 acres, and has set up a magnificent flying site. They have just over 60 members and appear to be a very active club from the discussions I had with some of their members. The runways are covered with a plastic weave discarded by the local paper mill.



Glenn and Roger trying to straighten the posts at the Ettamogah Pub

Sunday saw F4C flying which had 11 entries and also saw the only major crash of all the scale flying.



Noel Whitehead's Winjeel which unfortunately crashed on the final round of F4C. Hopefully it will fly again.

Unfortunately this was Noel Whiteheads's Winjeel during the final round. Apparently the engine lost power and it was unable to execute a 180 degree turn successfully. The

Winjeel lost height in the turn and crashed heavily causing major damage.



*Alf William's magnificent Fairey Swordfish. Alf, seated on the right is from NSW. The detail has to be seen to be believed and it flew extremely well.*

First place in F4C went to Alf Williams with a magnificent Fairey Swordfish.

Standoff Scale was disappointing as there were only 3 entries. It looks like this event may be dropped in the near future. This is the event that some of us should have entered and possibly made a good showing.

Mammoth Scale was well contested with 16 entries. There was a good cross section of models and a wide cross section of pilots. Some good and some not so good. One of the most memorable flights was by a Catalina flying boat. From the minute the model left the ground we knew that we were going to be entertained. It never flew straight or level at any time. At first we thought there was a problem with the aircraft but the gyrations continued throughout every maneuver that was attempted. If nothing else it captured everybody's attention right down to the landing which incredibly was a greaser.



*Another shot of Alf William's Fairey Swordfish this time ready for take off. Note the blue runways.*

Noel Whitehead flew his Boomerang into first place with two excellent flights.

Brian Johnson had the highest static score with his Heinkel He219 Owl. Due to nose leg problems he missed the first round. On the second round he had an engine out at the bottom of the 360 deg descending circle and was very

fortunate to be able to nurse the aircraft back to the strip for a safe landing.

Another modeler well known to us is Gary Sunderland who came second with his Bristol Fighter narrowly beating D. Balfour with a Piper Grasshopper (A Spotter Aircraft)

The weather was extremely hot day and night for the first three days. Unfortunately the weather changed just in time for the new year's eve party which was held outdoors at the Twin Cities field. It was the first time it had rained for months!!!!

Some of us went to the night scramble (free flight) which attracted a large number of contestants and spectators. I don't think anybody takes this event seriously. It is just a lot of fun. A wind change just before completion of the event caused havoc as models were flying over spectators, cars and the road. If a model looks like hitting someone they yell out "heads" or "feet" depending on the height of the model.



*Another one of Wayne's magnificent landings. Looks like you just missed the strip Wayne!!*

There were about a dozen entrants and from what I can gather, the object is to record the longest total flying duration in the one hour event. The model, which has colored fluorescent tubes attached for visibility can fly for about a minute on each flight which is recorded by a timer person. Each entrant requires a runner to fetch the model after it lands, so choice of runner is important.

We also visited the scale control line (F4B) which was held on the asphalt out at the Albury airport on New Years day. Pilots found conditions difficult in the windy conditions and unfortunately several crashed. It is interesting to note that many of the entrants are R/C scale pilots. Parked on the apron not far from the control line circle was an old DC2 (Yes a DC2). This was well worth having a look over. Unfortunately it is full of corrosion.

We also attended the peanut scale and indoor electric R/C. As well we managed to see a test flight of a micro light. These need to be seen to be believed.

Finally we must thank the VMAA executive and the Albury/Wodonga host clubs for organizing and running the Nationals. I don't think anybody really appreciates how much work is done by so few for so many.

The Scale Results are as follows:

#### **F4C – 11 entries**

1 <sup>st</sup>	Alf Williams	Fairey Swordfish	3249.75
2 <sup>nd</sup>	Noel Whitehead	CAC Winjeel	3203
3 <sup>rd</sup>	G. Walrauen	P51 Mustang	3135

#### **Stand Off Scale – 3 entries**

1 <sup>st</sup>	S. Miller	Westland Wizard	2469.5
2 <sup>nd</sup>	A. Smallridge	Spitfire	2348
3 <sup>rd</sup>	Toby Gaumann	Learjet	1645

#### **Large Scale – 16 entries**

1 <sup>st</sup>	Noel Whitehead	CAC Boomerang	3026.8
2 <sup>nd</sup>	Gary Sunderland	Bristol Fighter	2936
3 <sup>rd</sup>	D. Balfour	Grasshopper	2911.8
4 <sup>th</sup>	Alf Williams	Beagle Bulldog	2690.5
5 <sup>th</sup>	S. Brackey	Stampe	2681.5
6 <sup>th</sup>	Wal Schubach	Stampe	2673.5



## **Tips & Tricks**

### **Looking after that Rx – By Roger Carrigg**

At the field on Thursday evening 16<sup>th</sup> January we had a potential new member with a high wing trainer ready for its test flight. On examination the model was generally well prepared and Glenn proceeded with the test flight.

The model took off normally and climbed out with plenty of power. All it required was a bit of trim although the control throws were excessive for a trainer.

Glenn was flying the model for a while then all of a sudden it experienced severe radio glitches resulting in violent maneuvers. I (Roger) had a fly and when you pointed the Tx aerial at the model with the model coming towards you it bucked violently.

We landed the plane safely and thought that the Radio gear needed tuning although it is a new set.

A range check (this time a more stringent check) showed that the controls were jumping as the Tx was waved around with the aerial down and only 3m to 4m from the plane.

We removed the Rx from the plane and found that the aerial was running between the servos and hard up against them. Another range check with the Rx aerial away from the plane proved satisfactory with no servo jiggling as the Tx aerial was waved around.

The Rx was reinstalled in the aircraft ensuring that the aerial was **well away from the servos**. It then range checked okay.

It was decided to give the plane another flight which showed NO sign of interference.

This was a perfect example of the need to install radio gear observing the manufacturers instructions. I remember with my old Kraft radio gear that the instructions said to ensure that the Rx aerial was well clear of the servos.

Always wrap the Rx in foam rubber (not plastic foam) to insulate it from vibration and also minimize crash damage. Think about what is in front of the Rx and behind it. You would not want a long bolt coming through a bulk head and the Rx just behind it or heavy batteries behind the Rx. Always ensure that no part of the Rx is exposed by the foam rubber wrapping; this will minimize damage should you be unlucky enough to crash the aircraft.

I make a foam rubber box for my Rx and batteries and glue it together with contact adhesive. This makes for a very compact installation and ensures that the components are adequately protected. You can get a good supply of foam rubber from Clarke Rubber in Howitt Street.

Just one other thing. Try and avoid metal to metal contact such as a metal clevis on a metal throttle control arm. With modern R/C equipment you can generally get away with things like this but it is best to have everything going for you.

Also do NOT point the Tx aerial at the aircraft. This is because that is where the signal is weakest. Try and keep it at about a 45-60° to the aircraft and don't allow other Tx's between you and your aircraft particularly when close to the ground.

Observing these basic rules helps to keep you flying, and lowers the cost of beloved hobby.



## **Coming Events**

### **APA Model Engines Trophy – 1<sup>st</sup>/2<sup>nd</sup> Feb 2003**

The Australian Pattern Association (aerobatics) is holding a two day competition at our field on Saturday/Sunday 1<sup>st</sup>/2<sup>nd</sup> February 2003. There will be a small working bee to prepare the field and volunteers will be required for the canteen. This will be organized at the next meeting. Graeme Scott of the APA is encouraging our members to enter the Sportsman class. This basically has the same maneuvers that we fly in the Roy Gladman Aerobatics competition.

The field will be closed to general flying while the competition is being run.

### **Avalon Airshow – 16<sup>th</sup> Feb 2003**

We have booked a 57 seat bus through Davis Bus Lines to take us to the Air show on the Sunday. Price of tickets will be set at the next meeting. Seats can then be booked from then on. It will leave from Davis Bus Lines in Norman Street at 7:30AM.

### Roy Gladman Trophy 2003 Round 1 – Fun Fly

Don't forget the first round of the Roy Gladman Trophy, which is to be held on **Sunday 23<sup>rd</sup> February**. Round one consists of the novelty events, which has been well supported over the last three years, and I think all who participated enjoyed themselves. We will have a barbecue lunch as usual. To cover the cost of food and trophy a \$2 or \$3 entry fee will be charged. We have reserved the following Sunday 2<sup>nd</sup> March as a backup in case of inclement weather or other unforeseen circumstances.

### Annual Display – 30<sup>th</sup> Mar 2003

Just a reminder that our annual display day is upon us once again. This will be discussed at length at the next meeting. As usual we need all the helpers that we can get.



## Club Calendar 2004

Glenn has a pet project this year ready for 2004 and that is a club calendar. The Twin Cities club produced one for 2003. We have a copy of their calendar out at the field in the shed. If you have any extra pounds (I think most of us do) you may need to lose them before Glenn gets the camera out.



## Event Calendar

Jan 19 <sup>th</sup> 2003	VFSAA Scale rally at Werribee.
Feb 1 <sup>st</sup> /2 <sup>nd</sup> 2003	APA Model Engines Trophy at BRMFC.
Feb 11 <sup>th</sup> -16 <sup>th</sup> 2003	Avalon Airshow.
Feb 23 <sup>rd</sup> 2003	Roy Gladman Round 1 – BRMFC.
Feb 22 <sup>nd</sup> /23 <sup>rd</sup> 2003	State Champs Scale – Shepparton.
Mar 1 <sup>st</sup> /2 <sup>nd</sup> 2003	State Champs Old Timer – Haddon.
Mar 30 <sup>th</sup> 2003	Annual Display – BRMFC Yendon.
Apr 25 <sup>th</sup> -27 <sup>th</sup> 2003	WW2 & Military Scale Event at Wagga Wagga.

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



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