



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – November, 2008

Committee 2008/2009

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<i>Secretary:</i>	Roger Carrigg	(0437 842 277)	<i>Newsletter Editors:</i>	Roger Carrigg	
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The next meeting of BRMFC is to be held out at the flying field on Wednesday November 26th 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. Open Day 5th April 2009 Sub-Committee Report
2. Wind Farm
3. Field Maintenance
4. ARF Scale Competition Post Mortem
5. Bus to Avalon – Mar 15th 2009
6. Enhancing Flying Skills – Videos
7. Xmas Party
8. Xmas Raffle

What's On

See **Coming Events** further on for details.

- Sat 22nd Nov – If it's a good day the regular Sunday morning flying will be **Saturday** afternoon. The field needs mowing as well.
- Sun 23rd Nov – Sausage Sizzle at Bunnings Wendouree.
- Sat/Sun 29th/30th Nov – Hamilton Fun Fly
- Wed 17th Dec – Xmas Party & Raffle draw



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. Elect Open Day 5th April 2009 Sub-Committee

Nick Katsikaros, Jeff Dowsley and Glenn White volunteered to sit on the open day sub-committee. One extra member is required and the Display Director is to be appointed. The first meeting is to be held on **Wednesday 5th November** at a place to be confirmed.

The Secretary is to contact Ballarat Council to reserve advertising banner space for the 4 week period prior to the event and send out the annual display planner to the sub-committee. VMAA permit will be sought once the Display Director is to be appointed.

Action: Sub-Committee to liaise and organize meeting place for Wednesday 5th November.

Action: Secretary to contact Ballarat Council to reserve advertising banner space.

Action: Secretary to email the Annual Display Planner to the sub-committee.

2. Wind Farm

- a) Secretary advised the meeting that we received a letter from WestWind Energy in response to our meeting held at their Buninyong Office on 17th September offering to assist the club move to another location should the Wind Farm get the go ahead. The offer includes "reasonable" relocation costs and assistance to find a suitable field.
- b) The Appeals Panel hearing starts on November 6th. Our submission is on day 9, November 19th at 1:30PM (Nick & Roger). The purpose of this is to ensure the position BRMFC finds itself in with respect to the proposed wind farm is publicly known and ensure that we are not overlooked in any determination. Anyone can attend the panel hearing.

3. Field Maintenance

Report from Max.

- a) Strip is all of a sudden in bad condition – rough due to lack of grass and rain.
- b) The "diamond" has to be mown this Saturday (25th October).
- c) Pull cord starter on hand mower has frayed and broken – Max to fix.
- d) Fuel required for mower & generator. (\$25 advanced to Max to fill container).
- e) The field is to be tidied up on Saturday.

- f) Murri Anstis confirmed that new table/chairs will be constructed before Christmas.

4. ARF Scale Competition – 26th October 2008

Matt Porter ran through the following points regarding prizes:

- The kit donated by Roj's Hobbies is a "door" prize for the event – anyone with a compliant model who enters is eligible to win.
- Three plaques for 1st, 2nd & 3rd prizes as well as a Heavy Duty Starter, Power Panel and Hand Fuel Pump respectively.
- A range of other bits & pieces to make up "goody" bags for the non place getters.

Appointments for the day:

- Tim Carter to do the computer scoring.
- Matt is to bring out computer, spreadsheet and printer.
- Roger Carrigg to take entries in the morning (\$10 entry fee on the day)
- Canteen will be a rolling roster – Matt and Jeff Dowsley serving, Glenn White and Max Rowan cooking.
- Matt is to get the food supplies on Saturday and ice from Apco Main Road on Sunday morning.
- Max is to set up the flight line.
- Noel Findlay will be the "whip cracker". This is to ensure the next entrant is ready to roll as soon as the current entrant lands.
- Murri Anstis has the judges organized.
- Working bee this Saturday 25th October starting at 1.00PM to get field into shape. Empty bins, mow strips, whipper snipping etc.

Action: Working bee this Saturday 25th October starting at 1.00PM.

5. VMAA Trophy

Nick K. volunteered to take on the coordinator role and chase up members to enter the various categories.

6. Bus to Avalon – Mar 15th 2009

It was decided at the last meeting that the club would hire a bus to the Avalon Airshow.

Nick K. sought prices from Avis which were published in the October newsletter.

After some discussion Max R. volunteered to get another quote and take on the role of organizing and driving the bus. Looks like cost per seat will be \$15-20 range by the time we buy refreshments for trip home.

Action: Max Rowan to get another quote and take on the role of bus organizer.

7. 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 has chased up the video library listing from the VMAA Librarian.

The next task is to wade through the listing for appropriate title/s.

8. Xmas Party

After some tossing around we settled on Wednesday 17th December (around 7.00PM). "Pipers by the Lake" was suggested as a change from a "pub".

Matt Porter offered to ring to see if the date would be available for a group of say 30 people and also get an idea of the prices.

Action: Matt Porter to contact "Pipers by the Lake" to see if Wednesday 17th December is available for a group of around 30 people.

9. Xmas Raffle

Do we run with the traditional Barrow and Xmas goodies format or try something different? Malcolm and Veronika no longer run "Stitched Up on Curtis" so we can't display the barrow there as we have done for the past couple of years.

Matt P. offered to front JB Hi-Fi to see if we can get something from them as a Xmas prize. Matt is also to ask Apco Main Road to see if it would be possible to put the barrow in the shop if we decide to run with the barrow.

Need to get raffle underway by mid November.

Action: Matt Porter to contact JB Hi-Fi regarding raffle prize.

Action: Matt Porter to contact Apco regarding displaying barrow in shop.



VMAA News

Melway Publishing has been approached to see if our clubs can be listed in the index and map pages. Melways indicated that they welcome new additions and will do so where there is room to fit. VMAA Secretary is to contact clubs to see if they wish to be included.



New Models seen at field

Rick's into the electric stuff these days. He now has a little "Rare Bear" that comes in its own transportation box. Rick brought it out to the field on Sunday 2nd November for a test flight.

After assembling the model and doing a final control check it was time for the test flight. The Rare Bear was taken out to a smooth part of the runway and pointed into wind. Rick opened the throttle and the electric motor

sprung into life – the Rare Bear lifted off and it was obvious straight away that it was going to be a handful.

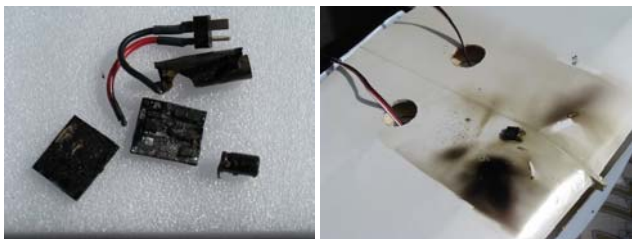


We didn't get a chance to get a photo of the Rare Bear out of its box.

It appeared that the control throws were excessive, but after a few seconds Rick managed to get it trimmed out and under control.

The model was flying around for a while then all of a sudden the motor stopped and Rick found it difficult to control as it descended rapidly. It landed heavily to the south of the field in the crop knocking the wing off and ripping out the landing gear wires.

Rick went out to pick it up and was surprised to find that the speed controller had burnt out scorching the inside of the airframe. It was lucky that it didn't catch fire.



Burnt out speed controller and wiring. Scorch marks on the wing covering.

Rick has since fitted a replacement speed controller so we expect to see the Rare Bear out at the field again – hopefully this doesn't happen again.

Jeff Dowsley has been learning to fly his Hustler trainer that he built himself for a while now – yes you read right “built himself”. It's had a few lucky escapes during that period but the time has now arrived where take offs and landings will need to be attempted. We said to Jeff on Sunday 2nd November that it would be a good idea to get another model underway.

Taking that advice on board Jeff purchased a Boomerang and an OS 46AX motor during the week, assembled it and had it out at the field the following Sunday (9th November) ready for a test flight.

Jeff had already run the motor in at home (let the neighbours experience the sound of a small 2 stroke engine) so after final pre flight checks, I (Roger) had the honors of doing the test flight. Boomerang test flights are

nearly always uneventful and this one was no exception. It took off and flew hands off straight away – only needing a click of aileron and elevator trim just to say that I trimmed it.



Jeff Dowsley and his new Boomerang Trainer.

It appears the Boomerang kit has changed a little – they now have aluminium tube wing dowels and it looks like bigger wheels. They are an excellent value package and fly extremely well – no doubt that's why they are so popular.

I gave Jeff the Tx and he flew it around for a few circuits and noticed how different it feels to the old Hustler. After completing a few trainer circuits I took back the Tx and brought the Boomerang in for a landing and a check over.

Glenn flew it the following Sunday (16th Nov) and a very strange thing happened. Just as the first circuit was completed and about to hand over to Jeff, the Boomerang started looping all by itself. Somehow Glenn managed to get it down okay. On investigation it all seemed to work as it should, plenty of range. We took it into the shed for a closer inspection and found the 2100mAh NiMH batteries were down below 30% on the Hitec battery checker but the servos all worked correctly. Wiggling wires could not reproduce elevator servo movement. Jeff had the batteries in a battery holder rather than a battery pack with soldered/welded connections. Maybe this contributed to the problem. Jeff was advised to get a battery pack and swap the elevator and throttle servos. Hopefully this solves the problem.



Crash Report

We were out at the field on Sat. 25th October preparing the field for the ARF Scale comp the following day.

After the work was all done, Glenn got his Great Planes Extra out for another test flight after fitting the new 53cc 3MM petrol engine.

On the first flight the Extra took off okay and flew around as expected but Glenn found that when the power was cut the Extra dropped its nose quite dramatically which we noticed as well. It definitely didn't do this with the OS 200 FS, so perhaps it's now nose heavy.

As the Extra was approaching the runway Glenn thought that he would cut the motor so that it wouldn't overshoot –

these models traditionally float on and also the wooden prop doesn't have a lot of ground clearance. Unfortunately he cut the motor too soon as it was approaching towards him into wind and the Extra fell short in the crop.

The landing was abrupt but it didn't do any apparent damage.

You know what Glenn's like, he's got to get back on his horse and do a better landing. The engine was restarted and the Extra took off again climbing out but at about 80ft the engine cut. Glenn tried to turn back to the field but it didn't want to turn and tended to stall. Glenn did the best he could to get it down but it hit on a wing tip and cart wheeled resulting in tip damage to both wings, a bent wing tube and some minor fuselage damage around the wing attachments. In hindsight he should have continued straight ahead just like they stipulate in full size flying.

On inspection it was found that the clunk had curled up forward in the tank as a result of the previous heavy landing causing the engine to be starved of fuel. (See article in Tips & Tricks further on.) Glenn said "I don't seem to have any luck getting a model into the ARF Scale comp!"

Once the wings are repaired and a new wing tube purchased Glenn should have it out at the field again. Hopefully he will have better luck in future.



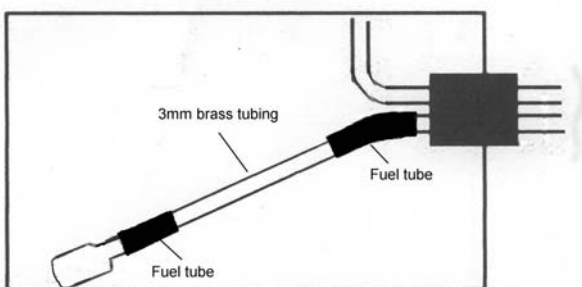
An earlier photo of the Extra as the engine was broken in.



Tips & Tricks

By Glenn White

Fuel tank



After having a dead stick on take-off with my Extra last month (see crash report) I was prompted to share the above tank set-up with you. The motor stopped because the clunk in the fuel tank had looped forward and was unable to pick up fuel when the nose was high. If I have set the tank up as per the above sketch this could not of happened (what do they say about the stable doors?). Simply use a length of brass or aluminium tube between the tank stopper and the clunk, problem solved.



Events

ARF Scale Competition – October 26th (By Glenn)

Things got left a little late this year, we had to have all hands on deck for a working bee on the preceding Saturday afternoon, thankfully we can count on the usual few members to pitch in and within a couple of hours the field was looking as well as it could be considering the drought.

At 7.30am Sunday morning the sky was looking a little ominous with a few drops of rain falling however you could see that the rain wasn't going to be the problem, it was going to be the strengthening northerly.

Things got off to a shaky start as our main man slept in and was over an hour late. We took a little while to get organized but things fell into place as competitors began arriving.



A photo showing many of the models entered.

Disappointingly there were only 10 entries. (Could have been 11 Glenn!!! Ed). With the prizes we have been giving away you would expect twice as many, what are we doing wrong? The event was designed give the non-builder of the model a go, where are they all? Half of the entries are members of the Scale Association.



The judges: (L to R) Glenn White, Murri Anstis and Graham Waterhouse with Hugh McCormick pencilling.

After a short pilots briefing the judges (Graham Waterhouse, Murri Anstis and Glenn White with Hugh as the penciller) took their places and the first round got underway at 10.00AM. Anthony Mott was the first to test the air with his Harvard; he put in a reasonable flight but was caught by the turbulent northerly and had a heavy landing. Two pilots were flying competition for the first time Jeric Strong from Geelong and Andrew Bentley from BRMFC, its great to see the newcomers. I bet most of us can remember our first flight in front of judges, *nerve racking*.

As the round progressed the wind seemed to ease somewhat giving those down the line a better go, I think they call it "the luck of the draw". The first round finished just before 12.00 and it was decided to break for lunch.

Half an hour later the wind strengthened making it nigh impossible to fly without risking your model. John Lamont gave it a go and had to have numerous attempts before finally getting his Extra down in one piece.

We waited another half an hour to see if the wind would abate but it only got worse so we were only able to complete one round.

See the end of the newsletter for the scores.



BRMFC President Matt Porter is presenting Noel Whitehead with the trophy for 1st place and a heavy duty electric starter.



Matt is presenting Roger Carrigg with the trophy for 2nd place (brides maid again!) and a power panel.



Brian Munns receiving the trophy for 3rd place and a hand operated fuel pump.



The big prize donated by Roj's Hobbies was won by Anthony Mott. Anthony is an associate member of BRMFC.

Congratulations Noel and thanks to all the other pilots for having a go. We all here at BRMFC look forward to seeing you back again next year.

We must give special thanks to Roj's Hobbies for donating most of the prizes and encourage you to check out his store. Go to <http://www.rojshobbies.com/>

First prize was a heavy duty electric starter.

Second prize was a power panel.

Third prize was a hand fuel pump.

All other contestants received a "Goody" bag.

The major prize, an ARF Scale kit was in effect a door prize and was won by Anthony Mott.

Thanks to all the members that helped out over the weekend especially the newer members Jeff, Tim and Gavin.

Lal Lal Wind Farm Panel Hearing – 19th November

Nick Katsikaros and I (Roger Carrigg) attended the panel hearing on Wednesday 19th November at the Greenhill Enterprise Centre in University Drive Mt Helen. We arrived at 11:30AM while the panel adjourned for a short break and were scheduled for 1:30PM straight after lunch. However they were waiting for a submitter to turn up so we got the opportunity to appear straight away. After

connecting Nick's laptop to the overhead projector we got underway by 11:35AM.

Nick had done a lot of work preparing the original written submission and reworked it in with a PowerPoint presentation to give the panel an idea of what the club and aero modelling is all about.

The purpose of our presentation was to ensure that the panel is aware that the location of two turbines will prevent our club continuing at Spreadeagle Road should the wind farm receive planning approval. Nick did an excellent job presenting our case to the panel.

The final thrust of the submission was to request that the club receive financial assistance to find and move to a new location. It was mentioned that we have received a letter from WestWind Energy indicating that they are willing to assist us with reasonable relocation costs. Copies of this letter were handed out to the panel.

The panel asked for a figure as an "order of magnitude" how much it will cost us to shift. They were advised a figure of \$20,000 but it would be very dependent upon the field conditions.

Our submission finished at around 12:15PM (40 mins) then another lady came on for about 5 mins stating her opposition to the project then the panel adjourned for lunch.

I guess we now just sit back and see what happens.

(The purpose of the panel is to listen in an objective way to the arguments put forward by the proponent (WestWind Energy) and objectors and make a recommendation to the Planning Minister as to whether it should proceed as planned, proceed with changes or not proceed at all. The Minister is not bound to observe the recommendations of the panel.)



Coming Events

Sausage Sizzle – Sunday November 23rd

The sausage sizzle is this Sunday – please get up there and lend a hand. I'm trying to organize a roster.

This event is potentially an excellent fund raiser for the club but it needs members to support it.

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.

We propose to make Saturday afternoon the "gazetted" flying day for that weekend.

Hamilton Fun Fly & Swap Meet – Nov 29th/30th

A number of BRMFC members are going down to Hamilton for their annual fun fly & swap meet. It's always been a great weekend. The Hamilton club has a great field and does an excellent job of hosting the weekend.

Some of us are staying at the Hamilton Lakeside Motel, 24 Ballarat Rd (Glenelg Hwy) Hamilton – phone (03) 5572-3757 for reservations. Our contingent usually goes down Friday afternoon so that we can casually meander out to the field on Saturday morning.

It's a weekend of relaxed flying, a chance to meet modelers from all over the state and usually some from SA as well. Many visitors take advantage of the facilities and camp at the field.

Hope to see you down there. Field directions can be found in the VMAA directory or on the VMAA web site.

Xmas Break up – Wednesday 17th December

Glenn has booked the Blackhill Hotel for Wednesday night 17th December for our traditional Xmas party. Please let Glenn know if you can attend so we have some idea of numbers. As usual we'll draw the Xmas raffle on the night.

Xmas Raffle – Drawn on 17th December

After some deliberations it was decided to raffle a Xmas Hamper to the value of \$200. There won't be a barrow this time mainly because we don't have anywhere to display it and I suppose it's been pretty well done by now.

Tickets have already been printed and handed out to several members.

Those who receive this newsletter by post will get a book of tickets included. Please do your best to sell the tickets (they're only a \$1 each) and get the butts back to me (Roger) before December 17th. (To be drawn at Xmas Party)

Traditionally, members have donated items for the hamper to reduce the cost on the club. Items can be passed on to Glenn.



Event Calendar

November 16th OS Engines Day – P&DARCS.

November 19th Lal Lal Wind Farm Panel Hearing - BRMFC presentation at 1:30PM

November 23rd Sausage Sizzle – Bunnings Wendouree.

Nov 29th/30th Fun Fly & Swap Meet – Hamilton.

17th Dec 2008 BRMFC Xmas party at Blackhill Hotel

Jan 31st/1st Feb 2009 APA Model Engine Trophy – Yendon.

Mar 10-15th 2009 Avalon Airshow.

Mar 15th 2009 BRMFC Bus to Avalon Airshow.

April 5th 2009 BRMFC Annual Display Day.

April 4th/5th 2009 Bowlyie Large Model Scale Rally.

May 10th 2009 OS Engines Day – P&DARCS.

April 12th-26th 2009 62nd MAAA National Champs – R/C events at Cootamundra.

Dec 2009-Jan 2010 63rd MAAA National Champs – Albury/Wodonga.

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

Results of the ARF Scale Competition held on Sunday 26th October 2008

Place	Entrant	Aircraft	Manufacturer	Final Score
1	Noel Whitehead	RV 4	Great Planes	226.8
2	Roger Carrigg	Shoestring	Great Planes	222.2
3	Brian Munns	Sukhoi	Super & Cheaper	192.0
4	Ian Lamont	Yak	CM Pro	180.2
5	John Lamont	Extra 300	CM Pro	177.8
6	Nick Katsikaros	Pitts Special	Advanced Scale Models	176.5
7	Peter Evans	Tucano 250 KTS	Pheonix	173.7
8	Jeric Strong	Edge 540	Super & Cheaper	172.2
9	Anthony Mott	AT-6 Texan	CM Pro	169.7
10	Andrew Bentley	Piper Pawnee	Hangar 9	126.2

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.



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