



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – August, 2009

Committee 2009/2010

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The next meeting of BRMFC is to be held out at the flying field on Wednesday August 26th 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. ARF Scale Competition – 25th October
3. Field Maintenance
4. Club Uniform Order
5. Discuss Meeting Venue
6. Committee Email Addresses

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

- a) The Minister for Planning as expected has approved the Lal Lal Wind farm project. Received a letter advising this on 25th May 2009.
- b) Checked WestWind web site: <http://www.w-wind.com.au/> on 22nd July – Updated on 17th July
 - i) **17 July 2009** – Mt Mercer Windfarm Pty Ltd have launched their own stand-alone website for the [Mt Mercer Wind Farm](#). All content relating to the project is now located on this new website.
 - ii) **6 June 2009** – Our Buninyong staff have relocated to a [New Office](#) at Mt Helen. Contact details and maps are available on our [Office Locations](#) page.
 - iii) **15 May 2009** – Our Buninyong office will be relocating to Mt Helen on Friday 5 June 2009 (World Environment Day). The Buninyong office will close as of 4pm Thursday 4 June 2009 and will reopen at Mt Helen at 10am Tuesday 9 June 2009.
 - iv) **11 May 2009** – The Premier announced that a planning permit was to be granted for our Lal Lal Wind Farm. The [Planning Panel Report](#) and the [Premier's Press Release](#) is available at the Department of Planning and Community Development website.

- v) **8 May 2009** – WestWind Energy began its consultation process for the [Moorabool Wind Project](#). The first stage of this process will be to meet and discuss the proposal with those adjoining the wind farm site. WestWind has advised the Minister for Planning, the Commonwealth Department of Environment and Heritage and Aboriginal Affairs Victoria about the project.

- c) There is no information on WestWind web site regarding construction of the wind farm at Lal Lal. It was agreed that we should send a letter to WestWind Energy enquiring if there is a construction timetable.
Action: Matt Porter & Roger Carrigg to draft a letter.

2. ARF Scale Competition – 25th October 2009

- a) Sub-Committee was formed at the May meeting: Nick Katsikaros. Graeme Allen. Matt Porter.
- b) Matt stated that the sub-committee has not held a meeting yet.
- c) \$5 entry fee per model - \$10 on the day.
- d) Spot prizes and trophies will be awarded.

3. Field Maintenance

- a) **Model Restraints** – Max Rowan has fabricated several new model restraints including 25 locating sleeves which have been inserted in the pit area through the matting.
- b) **Matting in Pits** – Max asked if the members want the remainder of the matting laid in the pit area along the fence. The meeting agreed that we should do so. Murri Anstis advised that he will supply 40/50 tent pegs to hold it down. Max will

either organize a formal working bee or call an impromptu one on a Sunday morning when there are several members at the field.

- c) **Hole near gate** – Secretary advised that a large hole has appeared at the front gate over the drainage pipe and presents a safety issue. Murri Anstis said that he would fill the hole over the pipe where the joins have opened up. *(Done)*
 - d) **Table/Chairs** – Murri has this construction job in hand.
 - e) **Models in Shed** – Members are requested to make sure models are clean and defueled when taken into the shed to work on.
- 4. Club Fees**
- a) Club fees have been set and should have been paid by **1st July 2009**.
 - b) Strongly suggest members take advantage of direct deposit when paying fees. If you went to your bank to draw money out you can just as easily get the teller to pay it into the club account. (Many members are paying by direct deposit.)
 - c) Those who haven't paid must not fly until they do so and payments now attract the \$5 administration fee.
 - d) 20 members have paid via direct deposit – proving a popular option.
 - e) As at 22nd July we have 31 members permitted to fly and 34 members in total (+3 life members not flying).

5. Xmas in July Night Out

Matt Porter has organized a night out at the Queens Head Hotel, Humffray Street North starting at 6:30-7.00PM. He asked for a show of hands which indicated that 20 people would attend. *(A head count on the night revealed 22 attended)*

6. Club Uniform Order

Nick Katsikaros advised that the order form appeared in the July newsletter. Please call in to Hip Pocket Workwear in Howitt Street and get your correct sizes for the garments you require. Then put on order form and hand to Nick with correct money.

7. Meeting Venue

Although this was put to bed at the last meeting, Glenn White advised that he went to the Black Hill Hotel a couple of weeks ago where his daughter Tammy works and thought that it would be suitable to hold our meetings. The hotel has recently had a makeover and Tammy said we could have the front room free of charge. Of course the hotel would expect some bar patronage and they would also be able to provide some supper for around \$30.

Seeing as this suggestion and offer has come along the meeting agreed that we would try it out for the next meeting. Could be a possibility for June – September/October meetings. A decision at the meeting will be made on supper arrangements if we decide to continue the meetings at the hotel.

NOTE: This did not happen – meeting is at field as usual.

Action: Glenn White to book the function room at the **Black Hill Hotel for Wed 26th August 2009 commencing at 7:00PM.**



Peter Evans on the mend

Peter Evans recently had triple by-pass heart surgery and is now on the road to recovery.

He sent me this message a week or so ago. *Recovery from surgery is progressing well they tell me, although I still feel pretty tired most of the time. I'm doing 15-20 minute walks and rehab exercises, and going to the shops etc. most days now. Probably start going to work for short periods in the next week or so, and may get out to the field for a visit on the weekend.*

The club sent a get well card to Peter after the club dinner held at the Queens head Hotel on July 24th – this was an excellent opportunity to get it signed by many members.

We wish Peter all the best and hope to see him out at the field in the not too distant future.



New Committee

The committee for 2009/2010 was elected at our AGM held on Wednesday July 23rd. There have been a couple of significant changes namely the positions of Vice President and Treasurer. See the top of this newsletter for all the positions.



VMAA News

- If you haven't received your MAAA card by the time you receive this newsletter please advise the Secretary. (This applies to those who paid their fees by the 30th July.)
- Due to the recent incident in Perth where a model flew close to an airliner the MAAA/CASA has embarked on a public awareness program. The MAAA has requested the VMAA to hand out brochures to hobby shops which it has agreed to do.
- **Membership Cards** – The VMAA receives many requests from members wanting replacement cards due to an incorrect name spelling or address mistake. The VMAA points out that this is not our fault as we are copying the member details that have been furnished to us and is putting extra unnecessary work on the registrar. The Executive has decided to impose a surcharge of \$5 to issue a replacement card unless the error is attributed to the VMAA.

- **VMAA Directory** – Directory is almost complete and should be at the printers by mid next month (September)
- **State Flying Instructor** – Change over from Peter Harris to Murray Ellis is continuing. Instructor's course equipment is to be updated and replenished. Twenty proficiency wings have been processed over the last month.
- **State Field** – Recent scale event was blown out and is to be rescheduled. NFG is putting together a proposal requesting VMAA funding assistance to replace/refurbish the gang mower. Pre proposal for a grant of \$12,000 towards an \$18,000 tractor has been submitted to the VMAA. A formal application has been requested from NFG with the suggestion that they follow up council grants as well.
- **Eurora Club** – The Eurora Club is winding up due to lack of numbers. Being an incorporated body it has been suggested that any assets be passed over to clubs wherever the members join.



New Models seen at field

Over the last few months Mike Faulkner has been building a Scale Aviation kit of a Victa Airtourer modelled on Col Taylors full size aircraft. Actually this is his second Airtourer, the first one was built as a RNZAF CT4 trainer and was sold to a modeller in Queensland. This person was half way through building the same model and after some negotiation Mike ended up with this half built model which he has now finished. By the way the CT4 has been flown several times successfully.

Mike has been anxious to get the model test flown. The first time the model was brought out and inspected there were a few minor things that needed attention and its backup battery was not yet installed.



Glenn is taxiing the Airtourer out to the runway for the test flight with a nervous Mike looking on. The Airtourer is built from a Scale Aviation Australia kit, is powered by a DA50 petrol motor and has JR PCM10X radio with 2.4GHz module. Murri Anstis (right) was the HM inspector.

With everything fixed it was agreed to go out on Saturday afternoon 25th July weather permitting. The weather conditions were very marginal with a strong northerly wind. Mike asked Glenn several weeks ago if he would do

the test flight and if it had been Glenn's decision alone he would have waited until conditions were better. However Mike was confident that with the weight of the model the wind wouldn't have a detrimental effect.

There were several of us out there for the test flight and Graeme volunteered to start the motor (Mike was unable to do this due to his heavily bandaged finger from a previous attempt). The DA50 started easily and ran smoothly as you would expect.

After a range check with the motor running Glenn taxied the Airtourer out to the runway and turned into wind. Glenn was concerned about the softness of the nose leg and if it bounced it would lift off prematurely. His fears were alleviated after giving it high speed taxi down the runway. The more power applied the more the nose is held down. The Airtourer tracked perfectly straight. After taxiing back to the end of the runway the engine was given a final run up before the moment of truth.

All Glenn's apprehension about the wind strength failed to eventuate. Once the throttle was opened the Airtourer powered straight down the runway needing a fair amount of elevator to lift off (caused by the intentional down trim applied before takeoff run). Finally the Airtourer was pointed skyward and climbed out with ease. Model weighs 19kg and powered by only 50cc, this was a concern to several of us but not Mike, he was sure it would be okay.

Glenn flew the Airtourer around for several circuits after trimming out the intentional down trim applied before the flight. Only gentle turns and climbs were executed at this stage and the model behaved extremely well and showed no vices. The wind was very strong with gust up to 40km/h at the airport so would probably be much the same at the field.

It was now time to think about landing and Glenn intended to do a couple of approaches to test the handling characteristics down low at landing speeds. With the wind gusting, it was decided not to deploy the flaps. On the first approach Glenn thought it looks pretty good so this is it and let the model settle just a little to the side of the runway causing a cloud of dust as the mains touched down. It never bounced and ran out straight and was taxied back to the pits with a very happy Mike grinning from ear to ear.



A very happy and relieved Mike Faulkner pictured with test pilot Glenn White. Photo was taken shortly after the Airtourer's very successful maiden flight.

Once the model has been inspected and checked out it will no doubt be flown again to test out its rolls and loops etc.

On the same Saturday Mat Werner had his new Edge 540 profile model powered by an OS 110 FS alpha out for a test flight. It's an unusual model and is designed for 3D flying. It's also the first example of an alpha series OS four stroke motor that we have seen.



Another happy modeller. Mat Werner test flew his new Edge 540 profile model powered by an OS110FSa.

Russell purchased his Great Planes P51 (Old Crow) from Mike Faulkner some time ago and finally had it ready to fly after fitting a 45cc petrol engine. After ironing out a few problems it was finally ready for its maiden flight. On Sunday 26th July with a brisk northerly model was lined up on the end of the runway and Russell hit the 'go button'.

The motor burst into life and the P51 tore down the runway leapt into the air captured in the photo below. Russell did a few minor trims and flew it around for several circuits. This is a large model and it looked good in the air. On a low slow pass over the runway the motor decided to stop. It all happened very quickly; with no motor and low airspeed it had the glide rate of a house brick. Descending rapidly it pancaked damaging the undercarriage. No doubt Russell will soon have it repaired and out for another flight.



Russell Aggetts's P51 (Old Crow) on its inaugural flight moments after lift off.

Probably one of the most important things on a test flight is to make sure the motor is reliable. A dead stick is not an option with heavy models. What would the full size do if the motor stopped?

The next model to be test flown on Sunday 26th July was Mike Faulkner's CM Pro Cessna 182. Mike asked me (Roger) to do the test flight given that I have a Top Flite Cessna which I've been flying for many years now. The

model is powered by an OS91FS pumped version and JR PCM10X radio with 2.4GHz module. The model is pretty much as per the kit except for the Robart oleo nose leg. I (Roger) fitted this to the model for Mike using the same technique as used on my Top Flite Cessna 182. Many Cessnas that I see around do not have the nose leg cantered forward as it does on the full size. This includes some pretty large ones as well. From memory it canters forward at about a 12-15 degree angle. This is easily achieved by cutting two wedges to mount the nose leg, one on the front side of the firewall and the other on the inside of the firewall housing the T nuts. The firewall is effectively sandwiched between the two wedges – this ensures the mounting bolts pull up square.

We had a bit of trouble getting the motor tuned right with a reliable idle – a new OS 'F' plug helped the situation but the idle had to be kept high. It certainly ran okay above 1/3 throttle otherwise it wouldn't have been flown. At this stage Mike did not have the muffler fitted, just an extension pipe. I don't think he wanted to cut the cowl (OS Muffler has since been fitted).

With the motor running and maintaining a high idle it was taken out to the N/S runway. I gave it a fast taxi up the runway to see how it steered – all seemed okay and it was taxied back to the end of the runway and turned into wind the throttle was opened and it headed down the runway lifting off nicely. Trims were fine except for the intentional down elevator trim applied before takeoff. This had to be quickly removed and once done the Cessna 182 flew around like a trainer.

It handled pretty much like my Top Flite Cessna 182 except for the power difference. I have an OS120FS pumped in mine while this one has the 91.

After half a dozen or so circuits we tried the flaps. I pulled the power back to half and lowered the flaps half way. The nose lifted as mine did (until some down trim mixing was applied). Once airspeed drops the rate of nose up diminishes but a bit of down trim mixing will fix that. On my Cessna with full flap I have about 4mm down elevator measured at the point of maximum chord.



Mike Faulkner had a busy weekend with two test flights in as many days. The CM Pro Cessna182 is powered by an OS91FS Pumped and 2.4GHz radio. Mike has since fitted the wheel spats which sets it off.

It was now time to think about landing. On the downwind leg I lowered the flaps about half way on the slider control.

The nose rose a bit but then levelled out as we turned onto the crosswind leg then turning again to line up on the runway. Everything looked pretty good but soon realized that the high idle was going to be a nuisance. I then pulled the idle trim back a bit but then the engine stopped as half expected knowing that the idle was suspect. By then we were over the runway and the Cessna settled gently onto the strip.

All in all the CM Pro Cessna 182 flies extremely well with the OS91FS. Being a lighter model than my Top Flite Cessna it gets away with the smaller motor and lighter wing loading.



Crash Report

We are only aware of one this month and unfortunately it was Graeme Allen's new Victa Airtourer. This happened on Sunday 26th July. Graeme had just completed a split 'S'. According to eye witness accounts the model appeared to pull out okay but then continued to sink as if there was no elevator control. The Airtourer was travelling at high speed downwind when it hit the ground at a shallow angle causing an enormous amount of damage. Graeme suspects there was something wrong with the elevator control system and as a result of the impact he doesn't intend to repair it. Bad luck Graeme!



Tips & Tricks

Over the last few weeks there have been a couple of incidents where control surfaces have not worked (prior to take off fortunately) and the cause has been traced to plugs coming apart. This can be easily prevented by the use of a short length of fishing line. This is threaded between the wires and looped two or three times and tied holding the male and female parts together. They will definitely not pull apart if you use this method and it's cheap and easy to cut if you need to disconnect them.

This is an excellent method if you have to thread extension leads and plugs through wing ribs – the plastic clips you can buy to prevent plugs coming apart will more than likely get caught on the ribs as you try to draw the lead through the wing. Tape can also come unstuck in the heat.



Our New Scale Builder

John McLennan, one of our newer members has decided to take up the challenge of building a scale model. He has been kind enough to do an article for the newsletter to keep us abreast of what he has achieved so far. (Actually he's done a lot more since the article was written; John will have another instalment for the next newsletter).

Six months ago I purchased my first model, the ubiquitous Boomerang, and a few months later another ARF, this time a Piper Cub, but neither model presented a challenge to

assemble. Despite still learning to fly the Boomerang I began searching the web and eventually found basic plans for a Fairchild 22 which seemed to be something I'd be capable of making. After studying the plans I compiled a list of queries for the club experts but thankfully did not embarrass myself by asking all of them. One puzzle was the arrow indicating what was noted as a cabane wire. Now that's a term I'd never come across and the Shorter Oxford dictionary was no help. I know what barbed wire is, also fuse wire, high tensile wire, soft wire - but what the heck is cabane wire? Listening to Noel, Glenn, Roger and others discuss my plans I realised that cabane refers to the whole structure of supporting the parasol wing. The only parasol I knew was the one that Mary Poppins flew around with and despite Noel's disparaging comments when I put Barbie in the cockpit of the Cub I thought Mary would be the ideal pilot for the Fairchild. Come to think of it there are lots of aeronautical terms that have been added to my vocabulary recently. The wriggly things at the back of the wings were just flaps a few months ago but now they are ailerons or elevators and flaps are something else again.

Noel introduced me to the mystery of oleos which featured on photos of the real thing but did not exist on my plans. Further comparison of the plans and photos revealed more discrepancies; struts in the wrong position, wrong shaped cowl and different motor position. But the shape of the fuselage and wings seemed OK and despite Glen's warning that the cabane struts would be a nightmare to get right I found an excuse to go to Rojo's and stock up on balsa and anything else I could think of and launched into modelling with great gusto. A few days later I was putting up some hoardings to secure the house renovations I was doing when Tim pulled up thinking a car had ploughed into the house and offered assistance (thanks Tim). Proudly I showed him the progress on the plane and he introduced me to the idea of a fuselage jig. Thanks again Tim - it's made things much easier to handle.



John McLennan has made rapid progress on his Fairchild 22 project. Looks pretty good for a first time building exercise.

With the basic plans as a foundation plus some invention for the cowl, undercarriage and struts, the Fairchild will be a challenging and, I hope, rewarding half way step between ARF's and the kind of modelling I hear the experts discussing most Sundays. I haven't made my mind

up on Mary Poppins yet Noel - maybe she could go in the co-pilot's seat?

Many thanks for the interesting article John. Ed.



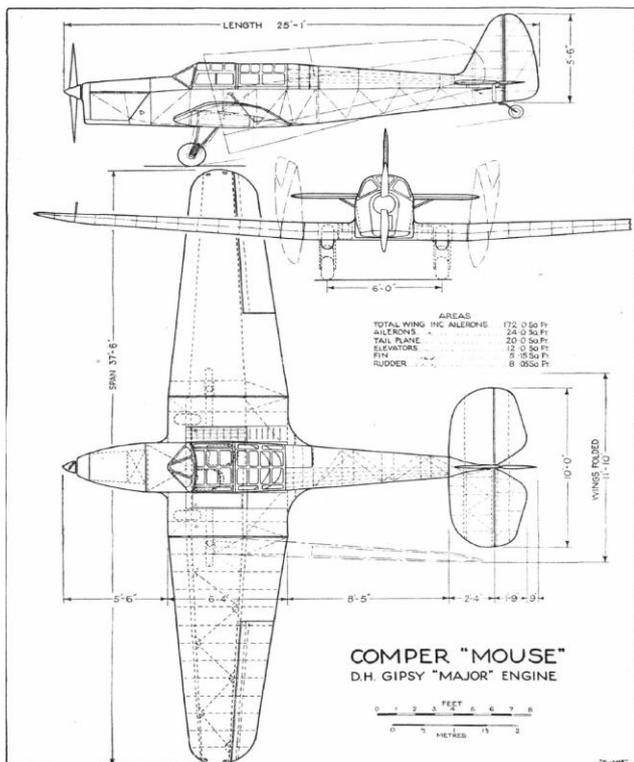
New Projects (by Glenn White)

There are three or four new models being built by some of our members, it's nice to see a resurgence in model building. There are some serious scale models being built, John is well underway with his (see following article), Noel is well into his DH 83 Fox Moth, Grant has a nice Auster. I don't know what's happening with Roger's Thunderbolt maybe he is waiting for the balsa to mature! (No, I'm doing this @#\$\$ newsletter!!!)

For the last couple of months I have been looking for a subject to build for scale competitions, Noel came over one night and gave me a list of likely subjects, I had never heard of any of them. I don't know where he digs them up from, all of them obscure early 1930s aeroplanes.



FLIGHT, SEPTEMBER 28, 1933



Note the date on the 3-view – September 28th 1933.

I found the most interesting one was the Comper Mouse, I had heard of the Comper Swift but not the Mouse. After several hours on the Internet I learnt that only a couple were built and information is very limited however I did manage to get a good 3 view. I have built several scratch models from plans but never from just a 3view.

The Comper Mouse is going to be quite a challenge as it has retracts and folding wings. If there is anyone out there that has any information or reference books please let me know, I need to find out what colour it was. The only photo's I have are in black and white.

I'm building it to 1/4 scale, which gives it a wingspan of 106 inches and if I can keep the weight down I'll power it with an OS12FS.

I must thank Noel for getting me started and providing me with some King Billy Pine and ply. At this stage I have the fuselage sides near completion and a horizontal stab half done.



Events

Xmas in July Party – By Matt Porter

As everyone will be aware the BRMFC Xmas in July dinner was held at the Queens Head Hotel on the 24th July. It was great to see a strong turnout this year and I think that all who attended will agree that it was a good night out. As per usual the Queens Head put on a great value for money meal and even though the seating arrangements were slightly cramped, it was nice and cosy thus inviting everyone to join in on conversations and friendly banter.



The revellers! It's good to see a good rollup at events such as these. It was certainly one of the better nights. The food at the Queens Head is most enjoyable and reasonably priced.

The highlight of the night would have to be the presentation of a Dedication Award to our ever faithful Secretary Mr Carrigg, for his many years of dedicated service to the club. Roger has spent eleven continuous years as the Secretary of the BRMFC along with holding various other committee positions simultaneously. He always goes above and beyond the normal call of duty for the club spending countless hours every week ensuring all of the day to day tasks and fine details are attended to. The award consisted of a Barometer, engraved plaque and one of the clubs highly sought after cast logos that until now have only ever been seen on BRMFC trophies all mounted on a beautifully prepared timber surround by Mr Findlay. Congratulations and thank you to Roger and also a thank you to Noel for his craftsmanship.



President Matt Porter handing over Dedication Award to Roger Carrigg at the club dinner held on Friday 24th July.

All in all, the event was a great success and I hope that the Christmas dinner at the end of the calendar year will be just as good if not better. The more the merrier as they say.

Matt.

Thank you Matt for those kind words and Noel for making the plaque. The dedication award was a complete surprise and very much appreciated. The plaque has been proudly hung on the kitchen wall for all to see.



Coming Events

VFSAA Scale Comp/Rally at Albury – August 29th/30th
 Several members are going up to Albury for the VFSAA Scale Comp this weekend. Hopefully the weather will be kind and we can get some good flying in.

ARF Scale Competition – October 25th
 Don't forget we have the ARF Scale Competition scheduled for Sunday October 25th. Matt Porter and his sub-committee have the organizing in hand. If you are planning on competing, now is the time to organize a plane and get some practice in.



Event Calendar

- August 23rd Golden Era Pylon Racing – Bendigo.
- August 26th BRMFC Meeting.**
- August 29th/30th VFSAA Sportscale/Scale Rally – Albury.
- September 13th VFSAA Sportscale – State Field.
- September 19th/20th Mammoth Scale Fly-In – Shepparton.
- October 2nd-4th Scale Competition – South Aust.
- October 17th/18th Mallee Rally – Warracknabeal.
- October 18th Scale Rally – P&DARCS.
- October 25th ARF Scale Event – BRMFC.**
- November 28th Old Timer – Haddon Field Ballarat.
- Dec 28th 2009 – Jan 5th 2010 63rd MAAA National Champs – Albury/Wodonga.
- March 6th/7th 2010 Annual Flying Display - Warrnambool.

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

Items 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.



Boeing 777 Electric powered model by Super Flying Models

If you are interested in this model contact Glenn White: gwhite@vic.chariot.net.au or Mob: 0412 641 188 and make an offer.