



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – January, 2009

Committee 2008/2009

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The next meeting of BRMFC is to be held out at the flying field on Wednesday January 28th 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. HAVE A FLY BEFORE MEETING.

Agenda Items for the next meeting

1. Open Day 5th April 2009 Sub-Committee Report
2. Wind Farm
3. Field Maintenance
4. Bus to Avalon – Mar 15th 2009
5. Enhancing Flying Skills – Videos
6. Xmas Raffle

Points of interest from the last meeting

Extract of newsworthy items from the minutes of the last meeting. (Nov 2008) Note: Some events/activities may have concluded or been modified as circumstances change.

1. Open Day 5th April 2009 Sub-Committee Report

- a) The sub-committee has not had its first meeting yet.
- b) One more member required to sit on the sub-committee made up by Nick Katsikaros, Jeff Dowsley and Glenn White.
- c) Matt Porter volunteered to be the Display Director.
- d) Council permit has been received to display advertising banners between 9th Mar 2009 and 7th April 2009.
- e) Secretary to send off VMAA Display Permit application.

Action: Secretary to send off VMAA Display Permit application. (Sent off & permit received)

2. Wind Farm

- a) The Secretary informed the meeting about our submission to the panel hearing held at the Greenhill Enterprise Centre on November 19th. Nick Katsikaros prepared and delivered the submission to the panel using a Powerpoint Presentation, the purpose of which was to make sure the panel understands what BRMFC is about and how it will be affected by the Wind Farm.
- b) A letter is required to be sent to the panel to find out what their response is to our plight.

Action: Secretary to send letter to the Panel. (Done)

3. Field Maintenance

- a) Runways need mowing – Matt to contact Graeme Waterhouse.
- b) No report due to Max Rowan's absence.

4. ARF Scale Competition Post Mortem

The President asked the members present for their thoughts on the event.

- a) Ten entries were disappointing, given the quality of the prizes on offer.
- b) Perhaps there is no need to worry about prizes – they didn't attract entries.
- c) Matt Porter advised that financially we broke even on the event.
- d) We need to advertise the event more effectively and sooner.
- e) Roger recommended that we hold it again next year aiming for at least 15 entries. If the improved promotion of the event doesn't achieve the target entries then we should consider abandoning the event.
- f) Need to get into the VMAA calendar for next year. The date will be 25th October 2009.

Action: Secretary to notify the VMAA Contest Director of the date for next year's event. (Done)

5. Bus to Avalon – Mar 15th 2009

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

Due to Max's absence this item was held over until the next meeting in January. (By that time it will be necessary to get a bus organized quickly if it hasn't already been done.)

Action: Max Rowan to get another price to compare with the quote that Nick obtained from Avis.

6. Enhancing Flying Skills – Videos

Due to Nick’s absence this item was held over until the next meeting in January.

7. Xmas Party

Confirmed for Wed 17th December at the Blackhill Hotel – Please let Glenn know if you are going.

8. Xmas Raffle

Raffle is underway and is to be drawn at Xmas party.

This year the raffle is a Christmas Hamper to the value of \$200 – no wheel barrow this time.



Car Parking at Field

Now that the hot weather is well and truly upon us make sure you don’t park your car over the long grass at the field. David Fisken (landowner) has expressed more concern in the past over that fire risk than that posed by our flying activities.

Also, when you pull up to the fence please leave a gap wide enough to walk through whilst carrying models etc.



New Members

It’s good to report that we have two new members. David Filmer joined on Sunday 11th January and John McLennan joined a couple of days later. They both have trainer aircraft and are very keen to learn.

We take this opportunity to welcome them into the club and wish them every success in their modeling endeavours.



VMAA News

- The Corowa Model Aero club has sought affiliation with the VMAA. On the basis that there were no objections from the NSW bodies the Corowa club’s application has been accepted by the VMAA Executive.
- Avalon Airshow – VMAA is running a static display only this time and is seeking a more prominent location than previous years.
- CASA is now making the MAAA responsible for noting Model Aircraft Clubs on aeronautical maps. MAAA has requested all state bodies to provide them with each affiliated clubs location and height clearances on a 6 monthly basis.



New Models seen at field

There have been quite a number of new models appearing at the field over the last few weeks. Most of them made an appearance on Sunday 4th January which was a perfect flying day. In fact the last few Sundays we’ve been blessed with perfect conditions. About time of course!



Rick and his Black Horse ARF Stick 4D powered by an E-flite 46 brushless outrunner electric motor.

Rick has got two new models, the first one being a Black Horse ARF Stick 4D powered by an E-flite 46 brushless outrunner electric motor. It’s amazing how much performance this model has – it accelerates rapidly on the runway and is in the air in no time. In fact the motor is so powerful that it decided to ‘part company’ with the airframe. Yes you read right, Rick was flying around and the motor either broke away or vibrated loose and fell into the crop in the out field. Rick was able to land okay – electric motors being relatively light it didn’t upset the CofG too much.

A lengthy search of the crop managed to find the propellor but not the motor so prop and motor also separated. Rick had another motor (good for model shops in these harsh economic times) by the following weekend (11th Jan) securely (very securely) bolted on the engine mount.



Another one of Rick’s. A VQ ARF MiG - 3 WW11 high altitude Russian interceptor, powered by an OS 46.

Rick’s second model was a VQ ARF MiG - 3 WW11 high altitude Russian interceptor, powered by an OS 46. This model was from memory test flown on Sunday 11th January (unless Rick snuck out and test flew it when the editors weren’t around). Model took off okay but was a bit twitchy until it was trimmed. It landed okay but I think there was a L/G retract problem – no doubt Rick will sort it out and eventually fly the model in the ARF Scale comps.

David Filmer who has since joined the club came out to the field with an RCM Trainer powered by a Tigershark 46. Max test flew it and as expected with these ARF trainers it performed admirably. Later in the day after Max had left A1 (aka Graeme) took the RCM Trainer up again and before long David was flying it around and seemed to be doing quite well for a beginner which was to be his downfall. It's very easy to get lulled into a false sense of security when teaching someone to fly – you can be led to believe they are better than they are. David was doing circuits and on the turn to come over the strip he got aileron/rudder controls mixed up and the model spiraled in before Graeme could get hold of the Tx and save it.



One of our new members; David Filmer and his RCM Trainer. (1st one)

To David's credit he wasn't too upset and by the following weekend (11th January) he had a replacement RCM Trainer ready for another test flight. From now on I'm sure flight training will be done at a higher altitude. David said that the Tigershark 46 motor was also damaged and spare parts are difficult to get or unavailable so he replaced it with a Magnum 46, which is probably a better motor anyway. Looks just like an OS 46AX!



John McLennan, also a new member with the ever popular Boomerang Trainer.

John McLennan rang me shortly after Christmas to see if we could help him with an R/C model his partner gave him for Christmas. John said that he found our contact details on the club's web site and we arranged for him to come out to the field and see us. The model was a Park Flyer but after John saw our models he new which way he wanted to go. By the following weekend he had Boomerang Trainer with OS 46AX all setup and ready to go. We checked the

model out and Glenn did the test flight. Not sure if the test flight was on the 4th January but it was flying on the 11th.



Glenn bringing John McLennan's Boomerang Trainer in for a smooth landing – as you would expect. (11th Jan)

New models have certainly been coming out of the woodwork lately or maybe Santa was in a generous mood. Peter Evans is now sporting a very tidy Phoenix ARF Decathlon bought as a replacement for his old but dearly departed LA Special.



Peter Evans starting the OS40FS in his new Decathlon.

It has a 66" wingspan, weighs in at 2850g and has an OS FS40 for scale like power. Peter is fiddling with prop sizes trying to get a little more poke.

Peter also remade the undercarriage legs for improved scale dimensions, better spring rates and lighter weight.



Peter Evans' Decathlon on landing approach moments before touchdown.

From what I saw, the Decathlon appears to fly quite well and managed to get a happy snap (above) as Peter brought it in for a gentle landing.

Keep those new models coming!!!



Crash Report

Sunday 28th December was a good flying day with plenty of members venturing out after Christmas. Unfortunately it didn't turn out a good day for father and son team Russell & Nathan Aggett or new member to be David Filmer.

Nathan was taking off with the trainer (not sure of its type) but it banked steeply to the left on takeoff and before Russell could get hold of the Tx the model hit the southern edge of the runway area triangle on its nose and a wing tip doing extensive damage. Not sure if it's repairable or being repaired.

Shortly afterwards, Russell & Nathan had bad luck again when they went to fly the blue high wing enlarged Super 60 model. Whilst doing some manoeuvres, the wing came off; well you can guess the rest. Nathan thought the dowel broke out of the fuselage, but whether it was that or the rubber bands broke we'll never know. As a matter of interest we found out that later that Graham Waterhouse built the model some 6 or 7 years ago and that it had had several owners throughout its life. Bad luck guys!

See the column *New Models seen at Field* also.



Tips & Tricks

More Ponderings on Batteries (By Roger Carrigg)

While down at Werribee, Nick's Pitts Special lost control shortly after takeoff and it was found that the batteries were down to 30% as indicated by a Hitec battery tester. Seeing as nothing else could be found that could explain the loss of control the battery pack is taking the heat. *(Unfortunately the Pitts sustained major damage from the heavy impact but is expected to be repaired.)*

Nick said that he made up the pack himself using 5 NiMh cells instead of the usual 4 to ensure a reliable supply and that they were well charged the night before. The mystery being why were they showing only 30% capacity.

I've used a range of 2500mAh NiMh AA cells in my digital camera and have experienced flat batteries after installing a spare set that were charged a day or so before.

Recently I bought a new set of Energizer 2500mAh cells from BigW and chose the slightly more expensive cells that claim to hold 80% of their charge after something like 6 months. These cells appear the same as the ones that make no mention of charge retention but definitely do hold their charge. The spare cells kept in the camera case are charged when I go to use them. There is no mention on the cells themselves about charge retention but the good ones have Made in Japan instead of Made in China.

Back in 2004 I made up a AAA 650mAh NiMh pack to power the electric retracts in my P39 Airacobra and they hold their charge for months and months. They're Sanyo cells with soldering tags and were bought from Wiltronics.

I guess the best advice is to stick with commercial battery packs that are made specifically for R/C flight packs.



Events

Sausage Sizzle – 23rd November 2008

We ran a sausage sizzle at Bunnings Wendouree on Sunday 23rd November 2008. This is the first time we've been allocated a Sunday and I (Roger) was a little unsure about how busy it would be but it turned out to be much the same as a Saturday. Our application was submitted to Bunnings back in April 2008 and we were allocated the November date by about June. It's a very popular event with community groups which provides clubs etc with an opportunity to raise funds. BRMFC is no different and finds it necessary to conduct fund raisers so we can provide the members with much needed facilities and boost our bank balance to meet unforeseen expenses. We would be unable to qualify if we didn't have the MAAA 'umbrella' public liability insurance. Bunnings closely scrutinize insurance cover and also the Council food permit.

On the Friday afternoon prior to the event I picked up 900 sausages from Ballarat Meats and stored them in my garage fridge and Rick's portable electric fridge. 900 snags are a bit confronting and take up a fair bit of space – you immediately hope that business will be brisk on the day.



It's 9:10AM and still a bit quiet. Rick, Graham, Al and Glenn are 'twiddling their thumbs' waiting for customers. They didn't have to wait long!

Sunday morning didn't get off to a really good start. The wind was chilly and coming from the south/west. As we arrived at 8.00AM, Bunnings staff members were beginning to set up the BBQ facilities. The BBQ and Gazebo are provided by Bunnings but unfortunately the gazebo walls were in a sorry state and required some makeshift repairs with 'gaffa' tape. At least they have plenty of tape etc being a hardware shop! Bunnings are in the process of building a new larger store in Creswick Road which may have a permanent gazebo, so I guess they don't want to spend money on the old setup.

I put together a roster a week or so before the event and emailed it to our members. The roster was broken up into three shifts (morning, midday & afternoon) and this seemed to work pretty well – we always had at least 4 or 5 members on hand throughout the day.



Here we see A1 taking a young kid's hard earned pocket money. He didn't even 'bat an eye lid'!

Glenn was the first one to don the cook's apron and had some snags ready for sale by 9.00AM. Even at that hour of the morning there are some people looking for a sausage and onions – probably not the healthiest breakfast. By 10-10:30AM it was starting to get pretty busy and to be honest it takes at least four or five helpers to cope with cooking, serving, preparing the bread, taking the money, checking fridge temperature etc etc.



Bunnings customers queuing up for our fine cuisine.

From 10:30AM to around 2:30PM it was pretty full on and you didn't get much of a break. Thankfully we had enough members via the roster system to spread the load. Being rather chilly in the morning, soft drinks were not in demand but as soon as the sun came out and it warmed up we were selling drinks hand over fist eventually running out by late afternoon.



Noel Findlay cooking, Alan Alexander serving and Peter Evans dishing up the snags – what a team! (Dream Team)

Noel took over the cook's apron around 11:30AM, followed by Nick at around 2:30PM. We sold over 800 snags so each one cooked over 250. Standing in front of a hot BBQ for 2-3 hours is pretty exhausting – getting covered in fat. You get a coating of fat just by being in the gazebo let alone standing right in front of the BBQ.

We had a steady stream of customers all day long peaking around midday. Sometimes there were several customers in the queue – that's when the pressure comes on and team work saves the day.

By 5.00PM we were buggered (this expression was used recently to describe the federal budget) so it was decided to sell what was on the BBQ then we would pack up. From memory the gas was turned off at 5:45PM and the few remaining snags were discounted. The next job was packing up and cleaning the BBQ – yeah Bunnings expect you to clean it!!! How unfair. Matt Porter was there early in the morning and brought crushed ice from his work place ice making machine for the drinks and food fridges. He was unable to help during the day but came back in time to lead the cleanup crew.

All in all it was a very profitable day for the club and also gives us extra exposure to the general public. We made almost \$1000 profit so it was well worth the effort.

Many thanks to all the members who gave up their time to help out and make it such a successful day. It was certainly well supported.

Hamilton Fun Fly – 29th/30th November 2008 – by Glenn

It seems like several months since we went to Hamilton for their fun fly, Christmas and the New Year put everything out, it is good to get back to normal.

The Hamilton event is the last event of the year and is one we look forward to attending, it's a nice drive and not too far away. Rick, Pam, A1 (aka Graeme), Roger, Noel and myself travelled down on the Friday afternoon giving ourselves time to go to the supermarket and stock up on some food and a lot of drink. We all met back at the motel had a few drinks and talked a lot of bulls^t as usual before walking into Hamilton for a meal.

Saturday turned out to be a little cooler and overcast but still a good day for flying. It was nice to see a green field again after being at Yendon's dust bowl. Hamilton has a great setup with plenty of room.



Roger doing a display pass with his OS 200FS powered Super Stearman – Rick was the safety observer.

Murri arrived and we soon had his gazebo up, our models out and set up. I think Roger was the first one of us to get into the air with his Stearman.

Al wasn't far behind with his Super Cub. I had my Cessna but wasn't in any hurry to fly it and took the opportunity to have a look round the swap tent.



Al (aka Graeme) starting the Super Cub with Murri holding on tight.

There was a good selection of models there everything from the average fun fly to top class scale models.

There were not as many models there this year and the trend is still towards ARF's which are getting better every year.

As the day rolled on more modellers arrived and by mid day there were plenty of planes in the air. It was nice to see Noel's Gypsy in the air again, it always looks the part.



Rick's electric Rare Bear – unfortunately the wind was too strong over the weekend for it to fly.



Glenn wasn't happy with the way the motor was running during the first flight so he decided to take the cowl off and do some maintenance under the watchful eye of Noel. Amongst other things the muffler connection to exhaust port was resealed and yes, the engine cleaned.

I plucked up the courage and flew the Cessna a couple of times; it hadn't been flown since Albury six months ago. Rick had his electric Rare Bear there but did not fly it. The wind gradually strengthened from the south during the day but all in all we had a good day with no mishaps with the exception of a small red "Ugly Stick". Flying through at a fare rate of knots the motor literally flew out of the model leaving it to disintegrate in the air, there were bits floating down everywhere. The motor ended up some fifty metres away across the paddock and it took some time to find it.



Noel and his ever faithful Gypsy Moth – Noel got best biplane trophy.

Sunday was not so good as the wind was blowing quite strong. Roger put the Stearman up and had to fight to get it down again. I had a problem with a stripped collet on one of the Cessna's wheels, as none of us were flying we set to and fixed it. Now that it was fixed it had to be tested, the model weighs 25lbs. so the wind doesn't worry it too much. I got the Cessna into the air okay and then realised it was blowing a lot harder than I had thought. I flew a few circuits building up the nerve to bring her down. I called a landing, put her nose into wind and gradually reduced the power. I think I must have been at least quarter throttle when it touched down but I didn't get off the elevator soon enough resulting in a nasty bounce. From past experience if nothing is done at this point the result is major damage. I decided to open the throttle and hold my breath. The 62 Zenoh sprang to life and dragged the Cessna back into the air. Round we went again and on the next attempt we got everything right and made a good landing. Once the plane was on the ground I felt quite within my rights to tell the others you had to have balls to fly on a day like this.



Gary Burgen's 116" Super Stearman powered by a 215cc 5 cylinder Moki petrol engine that featured in Airborne No. 222 (10/2008). Flew like it was on rails! Roger's 72" Super Stearman is alongside for size comparison. As they say, its size that counts!

There was a large aerobatic model (Sukhoi) that didn't fair as well, after landing and before the model came to a stop the wind lifted it off the ground causing it to cartwheel in slow motion. It smashed one wingtip knocked the motor out then smashed the other wingtip finishing up standing on its rudder.

As we were packing up there was a really strong gust of wind that sent all the gazebos flying, Murri's came off the worst as it was totally destroyed with all the tubing bent, fortunately most of the models had been dismantled and packed away by then.

Trophies were presented around 3.00pm. Noel got best Scale Biplane.

As usual we had a great weekend – the Hamilton members always put on a good weekend and we look forward to seeing them all again at the end of this year.

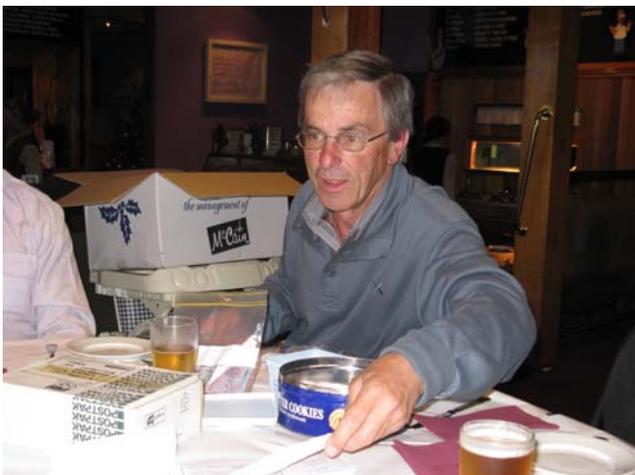
Xmas Party – 17th December 2008

The clubs Christmas break-up was held on a Wednesday night hoping that more members were free to attend but alas we only had 19 attend. It seems impossible to pick a date that satisfies everyone.



What a happy bunch of revelers.

The venue was the Blackhill Pub again and we all had a good night. I didn't hear any complaints about the food so all must have been well. We didn't have the wheelbarrow as a raffle this time it was a nice Christmas hamper. Thanks to all the members that put in the effort to sell a few tickets. Quite a few were sold on the night in the pub. The raffle was drawn after dinner and the lucky winner was one of the club patrons.



Old Scrooge Carrigg counting the Xmas Raffle money.



All smiling for the camera – photographer must have been doing something entertaining to get their attention, can't imagine what it was!



Another happy bunch – Matt Porter and his wife Blair, with Roger and Hugh in the foreground.

Xmas Raffle – Drawn 17th December 2008

The Xmas Raffle this year took on a lower profile compared to previous years. We didn't have anywhere to display the prize and no one wanted to spend time at places like Stockland Wendouree to sell tickets, so it was decided back in mid November to do away with the barrow concept and raffle a traditional Xmas Hamper. It was smaller, cost us less, therefore we didn't need to sell as many tickets to make a reasonable profit for the effort invested.



I printed the raffle tickets and sent books of 10 out to our members as usual (I know you love getting them) and Glenn's wife Judy made up the hamper. Many thanks Judy for doing such a good job and also thanks to the members who donated items to bolster the prize.

The raffle was drawn on 17th December at 9:35PM during our Christmas Party by a young patron on a table nearby. It always provides a bit of entertainment on the night. The winning ticket was number 0040, bought by Sean Duggan at the hotel moments before it was drawn. The raffle results were posted on our web site the next day. Needless to say he was over the moon at winning and we were able to get rid of the hamper there and then without having to take it away and contact the winner.

All up we sold 360 tickets and made a profit of \$245. Many thanks to all the members who supported the fundraiser by either selling or buying tickets.

The next raffle will be the one that coincides with our Annual Display day which is something we have to start organizing ASAP.

VFSAA Scale Rally at Werribee – 18th January

Several BRMFC members went down to Werribee on Sunday 18th January for the VFSAA Scale Rally. Unfortunately there's no time or room to include an article in this edition. We'll do one in the February newsletter.



Coming Events

VPA Model Engines Trophy – 31st Jan/1st Feb 2009

We will be hosting the Victorian Pattern Association at our field over the weekend of 31st Jan/1st Feb.

Members are encouraged to participate in this event as there is a Sportsman category for aerobatic beginners. Any model with a bit of vertical performance is capable of handling the sportsman schedule.

As usual Rick and Pam (hopefully they will, we haven't confirmed it yet) will have the canteen running to provide hot food and refreshments. Breakfast on Sunday morning will also be provided.

Don't forget that the flying field will be closed for general flying on that Saturday and Sunday.

As this competition is open to all members of the M.A.A.A. it would be nice to see one or two of our members have a go. The schedule that is flown is very similar to the one we used to fly in the moribund Roy Gladman pattern competition. All you need is a model with some vertical performance.

It's well worth coming out to see the VPA in action. They are a precision group and get through a lot of flying in a short period of time running two flight lines.

Roy Gladman Novelty Event – 15th February 2009

The date for this event is tentatively **Sunday 15th February**. We would like to get things underway by 9:30AM.

Tentatively the events are: (Glenn might have some other goodies for us)

- a) 3 minute timed flight.
- b) Climb and glide.
- c) Balloon burst
- d) Carrier deck Landing
- e) Spot Landings

This is designed to be a fun day. There will be a small registration fee to cover the cost of a trophy and BBQ lunch. There is no reason why any member who can fly solo cannot participate in this event as it is heavily handicapped in the novices favour. The rules will be available on the day and can be changed at will!!!

As usual judges will be open to bribery! And of course the judge's decision will be final and no correspondence will be entered in to.

IF YOU CAN TAKE OFF AND LAND THERE IS NO REASON NOT TO ENTER.

Bus to Avalon – Sunday 15th March 2009

The plan is to hire a mini bus (24 seater) for the trip to Avalon. We've done this several times now and it has proved both popular and successful. Last time (2007) we left from outside the library in Creswick Road departing at 7:30AM. Max is getting final quotes and will hire and drive the bus. Cost is expected to be in the \$15-20 range per ticket with light refreshments on the trip home included.

Annual Display Day – 5th April 2009

A lot of behind the scenes lead up work has been done. We have the VMAA public display permit and the council authorization to erect our advertising banners during the 4 weeks leading up to the event. Over the next week or so pilot invitations will be emailed to our recipient list.

We now have to start promoting the event.



Event Calendar

Jan 31st/1st Feb	APA Model Engine Trophy – Yendon.
Feb 1 st	VFSAA Rally/Mini Comp – Nepean.
Feb 15th	Roy Gladman Novelty Event – Yendon.
Feb 22 nd	State Champs F4C and ARF – P&DARCS.
Mar 1 st	VFSAA Sportscale – Keilor.
Mar 10-15 th	Avalon Airshow.
Mar 15th	BRMFC Bus to Avalon Airshow.
Mar 22 nd	Keilor Public Display – K&DMAS.
Mar 22 nd	Monty Tyrell Memorial – P&DARCS.
Mar 29 th	WMAA Helicopter Fly-In – Werribee.
Mar 29 th	VFSAA Sportscale – State Field.
April 5th	BRMFC Annual Display Day.
April 4 th /5 th	Bowlye Large Model Scale Rally.
May 10 th	OS Engines Day – P&DARCS.
April 12 th -26 th	62 nd MAAA National Champs – R/C events at Cootamundra.
April 24 th -26 th	WWII & Military Scale – Wagga Wagga.
October 25th	ARF Scale Event – BRMFC.
Dec 2009-Jan 2010	63 rd MAAA National Champs – Albury/Wodonga.

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