



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.brmfc.org.au

Inc. No. A0001288M

NEWSLETTER – July, 2010

Committee 2009/2010

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<i>Vice President:</i>	Jeff Dowsley	(0427 565 791)	<i>Safety Officers:</i>	Noel Findlay	(0412 801 287)
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<i>Secretary:</i>	Roger Carrigg	(0437 842 277)	<i>Newsletter Editors:</i>	Roger Carrigg	
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The **Annual General Meeting** of BRMFC is to be held **at the flying field** on **Wednesday July 28th 2010** 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.

The ordinary meeting will then be held with the newly elected committee.

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Debit Cards
4. 2010/2011 Club Fees
5. Club History
6. Men's Health

Mid Year Club Dinner

A dinner has been organized for Friday 30th July at the Western Hotel in Sturt Street. See **Coming Events** for details. Please let Matt Porter know if you are going so he has some idea of numbers.



Annual General Meeting

As already noted above, the AGM is to be held on Wednesday 28th July prior to the ordinary meeting. This is where the current committee, present their reports and the committee for 2010/2011 is elected.

Please do your best to make it to the meeting. It is always encouraging to see a good roll up at the AGM.

The next committee is to be decided at the AGM. Remember the club doesn't just run itself it takes the members to do so. Don't be afraid to put your hand up for one of the positions up for election.

The following positions are up for re-election. (The positions of President, Vice President, Secretary and Treasurer are for two year terms and are staggered.)

- President
- Secretary
- Safety Officer 1
- Safety Officer 2

- Publicity Officer
- Returning Officer
- Public Officer (*Is now the Secretary*)
- Newsletter Editor
- Newsletter Sub editor
- Field Maintenance Officer

Field Maintenance Officers Report

Max would like to thank all the members who have helped out with the mowing and working bees throughout the year.

El Informe del Presidente (The Presidents Report)



To all members of the BRMFC and in particular the clubs committee, I would like to personally thank you for your contribution to the club over the past twelve months. Without dedicated and willing members the BRMFC would not be as successful as it has been in the past and will continue to be in the future.

In the closing words of last year's report I made the comment that I hoped that the next twelve months would be as good as the last. Looking back over this last year I think that most of us will agree that the club has ridden out the year pretty well. We have done well with our finances and with respect to membership levels and had a

good safety record with very few if any incidents at the field. There has been a health scare or two during this time which always hits home pretty hard and reduces morale however everyone is healthy now for which we are all thankful.

Club membership has seen an increase over the past couple of years and weekly participation at the field has been booming as a result of that. Throughout the year we have constantly seen new models arrive at the field as pilots gain more experience and confidence in their skills and it's great to see learner pilots now flying solo and gaining their Bronze Wings. Maybe the reason we are seeing so many new model arrivals is because there are also plenty of models departing from the field, usually in a small pile containing many pieces! That's not quite true as there aren't that many departures, but I had to try and put something in here that would put a smile on your face. On that note though I want to make the point that safety at the field is our number one concern and it is every pilots responsibility to ensure that their models are in airworthy condition and that you don't try and fly beyond your means or experience level which could put others in danger. Whether it be by luck or good management we have not had any serious injuries at the field and it would be nice to keep it that way.

Our fundraising efforts have served us well again this year with big returns from *Ye Olde Bunnings Sausage Sizzle* exploits and of course the reasonably successful *2010 Annual Display* and raffle. Don't forget that we'll be back at it again on the 25th September with another Bunnings Sizzle booked in. At present the coffers are looking good for our small club which will help with any obstacles that may be thrown our way in the future.

The AGM is being held at the club house/shed this coming Wednesday and the positions of Secretary and President are up for re-election, if you're interested in either position then get your nominations in. On the back of the AGM a club Xmas in July dinner will be held at the Western Hotel in Sturt Street on Friday the 30th July. I need the numbers to confirm with the venue on Thursday so please let me know if you and your partner will be attending.

I think that's about all I have for now, so once again thank you to everyone for supporting the BRMFC over the past year and may you all prosper in the future.

Regards
Matt Porter.

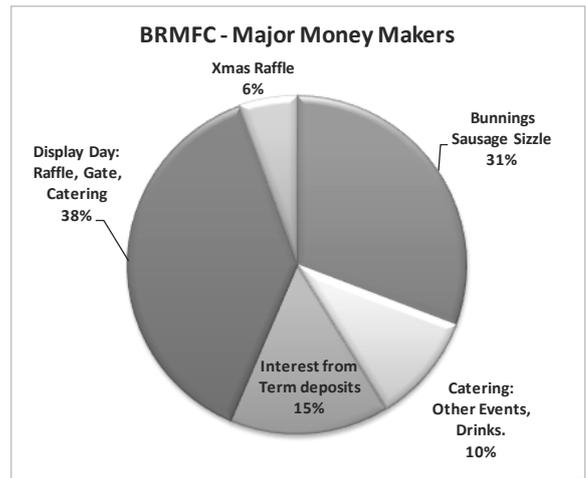
Treasurer's Report 2010. Nick Katsikaros.

This was my first year as treasurer of BRMFC and it was certainly an eye opener. Firstly I thank Rick Pimblott for leaving the accounts in such good order and secondly I thank Roger Carrigg for running virtually all the day to day finances through the secretary's petty cash account. Together they have made my job much easier.

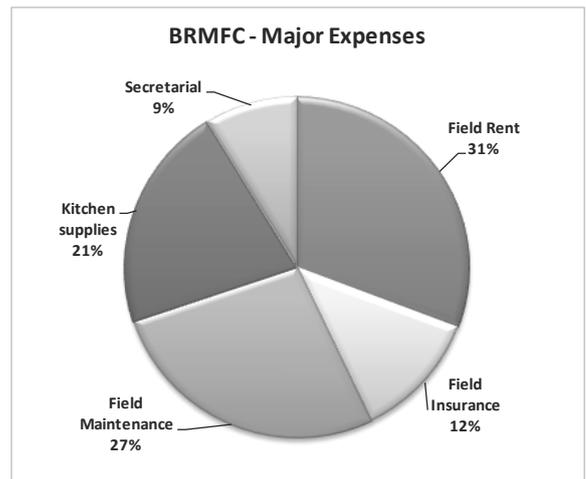
On my own part I have tried to simplify and summarise the monthly financial reporting to make them easier to

understand by the non accountants – i.e. me. I have also concentrated on keeping the majority of club funds in fixed term interest bearing deposits, a practice begun in the previous financial year. As a result we have received a healthy income this year from interest on funds invested.

Over the last financial year the club's total financial assets increased by 24%. This increase is almost entirely, 92%, due to the club's fund raising activities. The make-up of our major money makers is shown below. The biggest individual profit makers were; the Display Day - including raffle, Bunnings sausage sizzle and bank interest.



The remaining club income, predominantly club membership fees, is close to the normal running costs of the club. Fortunately there was no major expenditure this year. Once again most of the maintenance activities were carried out by club members who donated generously of their time. The make-up of the major expenses is shown below.



In summary, the club is currently in a healthy financial position however we depend on club fundraisers for virtually all growth in our financial assets. We will need all our finances and more if we wish to purchase our own flying field, so we must maintain our fund raising activities to ensure that we are in a good financial position to seize the opportunity that will come. At the moment the wind farm appears to be moving slowly but it is certain that activity will start in the next few years.

Secretary's Report

The Secretaries job is not a particularly glamorous one. It involves mundane things such as sending and receiving club correspondence, taking the minutes at our meetings etc, etc.

Where practical, all club records are kept in electronic format which makes the information much more usable. The minutes of meetings are emailed to all club members who have an email address. Interestingly over 90% of members now have an email address. We also email the newsletter to more than 75% of members, which is an enormous saving on postage.

I've been in the job for twelve years now and seeing as the Secretary's position is up for re-election I will not stand if someone is willing to give it a go. I believe there is someone interested, but in any case give it some serious thought. We all get stale after a while and fresh blood can only benefit the club. Don't be deterred just because you haven't been in the club long; I became secretary after only 16 months.

I'm quite happy to continue on doing such things as the club raffles, organizing Bunnings Sausage sizzles, maintaining club web site and of course this newsletter.

Roger Carrigg,
Secretary.

SAFETY OFFICER REPORT (The Nice One)

The past 12 months has been relatively incident free.

However, we still seem to have the occasional aircraft falling out of the sky.

As Safety Officer I have noticed a few items that could do with a mention.

1. Please make sure that your frequency key has your name printed clearly on it as I do check the board against who is flying, and if your transmitter is not in use the place for the key is on your transmitter. This way you won't forget to put your key in the board when you go to switch on your transmitter!
2. Before the first flight of the day and before you put the wing on, check that the servo output arms are still attached and check battery condition. After motor is running check full and clear movement of control surfaces (sometimes a lead can foul the output arms) don't assume just because it worked last time it will work this time.
3. If attempting to take off and things go pear shaped kill the throttle and try again. Do not try to gain speed and altitude before flying into the pits as the result can be embarrassing at best and lethal at worst.
4. As our aircraft seem to get bigger, so do the props and motors. The small ones can bite to the bone, and the bigger ones bite through the bone.

So please be cautious around the prop arc and treat what is in front of you as a running circular saw with the guard removed.

5. Please try to spend the least amount of time on the active runway, this is not the place to tune the motor, analyse the last flight, put the wing back on or receive mobile telephone calls!!!

All of these things should be done elsewhere. When we have up to 6 aircraft in the air there is always a good chance that someone will be looking to land, so don't spend any more time on the runway than you need to take off safely and then move to the flight line.

6. Talk to the other pilots. Let them know what you are doing, taking off, low pass, landing etc.

But above all, just please be safe with what we do as we are not just playing with toys and they should not be treated as such.

I would like to take this opportunity to thank our outgoing Committee Members for a job well done and look forward to another year of safe aviation.

Onwards and Upwards.
Noel Findlay.



Subs 2010/11

Please be reminded that unless you have paid your subs you must not fly at our field or any MAAA sanctioned field. Those who intend paying their subs for 2010/11 will now incur the \$5 administration fee.

If you do **NOT** intend rejoining please return your **gate key** to the Secretary at the address shown in the newsletter header.

Please fill in all your details on the membership payment form so they can be checked against the club membership database. The payment form was included in the last (June) newsletter and there are also some forms out at the field on the notice board and on the club web site. Club bank account details are on the form so you can make a direct deposit online or via your bank teller.

Send completed form with your payment to the Secretary at the address shown in the newsletter header.

The first batch of affiliation fees for members who have paid their subs were sent off to the VMAA Registrar on Friday 9th July. You should get your MAAA card in the mail in two or three weeks. Stop Press! I received mine on Wednesday 21st July.



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

Checked WestWind web site: <http://www.w-wind.com.au/> on 22nd June. No further information relating to Lal Lal Wind Farm.

2. Field Maintenance

a) Issue of slipping in the mud when passing through the pit gate was raised. Max Rowan said he'd cut out some left over matting and peg it down in the area. (*Done*)

b) Max Rowan noted that we are low on methanol until we can arrange for the new drum to be picked up. (*Matt Porter has since picked up the new drum*).

3. Debit Cards

Some points and suggestions to consider are:

a) 3 cards needed to access the one account—Treasurer, Secretary & Field Maintenance.

b) The custodians of each card should have a purchase limit to enable them to buy normal things they need to purchase without club approval. These would be basically recurring items.

eg. Secretary currently buys stamps, paper etc for secretarial/newsletter duties from petty cash – don't want to get bogged down getting approval for \$10 items. Same should apply to Max to purchase say a belt or filter for the mower or gas bottle refill etc. Non-recurring items should still go to Committee/club to be sure that the club needs the item.

c) Perhaps the limit should be \$50-\$100 which would be sufficient to cover regular expenses. If an item is more than that the limit then Committee/Club approval is required. This would be an internal club limit – not controlled by the card itself.

d) Overall Card Limit – Say \$1000.

e) We have to ensure that there is **NOT** uncontrolled spending.

f) When a purchase is made against the card, notify the Treasurer by email.

g) A set of guidelines governing the use of the debit cards will need to be prepared.

There was some discussion by members on how the process could be managed, with agreement on the need for three individual cards, accessed by PIN numbers.

A limit of \$100 per transaction was agreed, with a float of \$500 for the debit card account.

Nick Katsikaros will prepare a draft set of rules covering the use of cards for discussion at the next meeting.

4. Club Uniform Items

a) Added to the agenda at the last meeting.

b) Is there a demand for coats etc?

Max R. modelled the latest black polo shirt with BRMFC logo, to great approval. Agreed that black should be the standard colour

5. AGM – Committee/fees for 2010/2011

a) Remind meeting that elections will be conducted at the AGM to be held on **28th July**.

b) Club fees are due by the **1st July**. The senior fee is **\$190**, an increase of \$5 over last year.

c) Preferred method of payment is direct deposit.

d) The 2010/2011 Membership Payment form was included in the June newsletter, is on the club web site and copies are at the field.

e) Members who have not paid by 1st July cannot fly and attracts a \$5 administration fee.

6. Domain Name Registration

a) Submitted domain name: www.brmfc.org.au to Australian Domain Registration Services www.domainregistration.com.au on 28th April 2010 for registration. Cost \$33 (inc. GST) for 2 years.

b) www.startek.com.au/brmfc is in the throes of being hosted elsewhere (so we don't have to maintain server and its associated costs). When this is done our domain name will be delegated.

7. Club History compilation for Web Site

- Secretary would like a history of the club to be compiled which can then be posted on our web site.

- Members (particularly long standing members) are asked to jot down their recollections of events which have shaped the club.

- These notes could then be consolidated into a club history.

- Long standing members are: Graeme Allen, Murri Anstis, Ted Arnup, Len Astbury, Mike Faulkner, Noel Findlay, Rick Pimblott, Ted Rivett, Max Rowan, Martin Tuddenham, Graham Waterhouse and Glenn White.

- A volunteer to take on the job is requested. How about Graeme Allen!

- Jeff Dowsley volunteered at the April meeting

- Report from Jeff Dowsley.

8. Men's Health

a) Max Rowan advised the meeting that his daughter Kirsty, who is involved in the Workplace Health check initiative, had offered to give a talk on men's health. Members were positive about the idea, and Matt Porter proposed that a 30 min timeslot (7:30-8:00PM) before the August meeting would be a good time. Max will check

with Kirsty and liaise with Matt. Nick Katsikaros advised that if a group of 5 or more were interested, the YMCA offered a group discount.

9. General discussion:

Potential new member(s), father and son, came to the field 13th June, with an electric park flyer using a 27MHz set. Discussed the option of allocating the Club spare TX/RX donated by Wane Miller, should they join the Club.



Bronze/Gold Wings

It's encouraging to see members interested in attaining their bronze & gold wings. Last Sunday (11th July) even though the wind was quite strong Mat Werner was determined to pass the flight schedule for his gold wings. Glenn and I (Roger) judged Mat as he flew the set routine. Mat being the accomplished flyer that he is managed the routine with ease. Considering the wind and that he was only flying a trainer we were quite impressed. Congratulations Mat we wish you all the best in your 3D flying.

Who's next!!!



New Member

Duncan Fumi joined BRMFC as an associate member on Saturday 17th July. Duncan is also a member of Golden Plains Model Flying Club and assisted us by flying during our open day back in March.

We take this opportunity to welcome Duncan as a member of BRMFC and wish him every success in his modelling endeavours.



Club web site domain name

It was mentioned at the April meeting and in the minutes that I (Roger) registered the domain name **brmfc.org.au** through Australian Domain Registration Services (www.domainregistration.com.au) on 28th April 2010. Cost \$33 (inc. GST) for 2 years. Domain delegation will be done ASAP.

Our web site is now hosted by AspWebHosting.com.au and our domain name has been delegated and propagated around the internet domain naming servers.

At the moment there is still no cost to the club because it is running under our Startek account.

If that comes to an end in the future it will probably cost us around \$100/year to host.

The more I think about it the club should have its own hosting account even though it will cost us money.

There should be someone else who has access to the club web site account in case I get 'run over by a bus'. I'll just watch out for buses in the mean time!

I can't give anyone else password access to the current site because they would also have access to Startek content.

I've also created a bunch of email accounts like president@brmfc.org.au, secretary@brmfc.org.au, treasurer@brmfc.org.au etc, etc. These are all listed on the committee page of our web site. The contacts page now has its own email sending option.

All these email accounts automatically forward to the incumbents personal email account so they don't need to be checked directly.

As the committee changes, I will update the email forwarding address for each account.

The web site will be updated ASAP with these email addresses on the committee page.

As of the 10th July our web site can be found at <http://www.brmfc.org.au> (in fact the www bit is not needed) ie. <http://brmfc.org.au> will do.

The new URL has been submitted to Google so it will eventually be found by searches.

The old web site now displays a page with a link to the new site – the old site www.startek.com.au/brmfc will disappear soon.

It doesn't matter what page on the site is accessed it will only display the page with a link to the new site. (ie. a page found by a Google search)



New Models seen at field



One of Len Astbury's own design twins. Model has two OS 15's turning wooden props that he carved himself.

It was nice to see one of Len Astbury's superb twin engine models out at the field for a fly recently. None of his twins are new, but we rarely see them. In fact they are decades old. Len makes twin engine flying look easy. There's no fear of an engine stopping as he flies on one engine with

no dramas. In fact he flies until one engine runs out of fuel and has been known to do a touch & go on one engine. We thought he was putting in practice for our next open day.



Len is doing a slow pass over the field making the perfect moment to get a happy snap.

Russell Aggett had a Great Planes Learjet ready for test flight on Sunday 27th June. Not sure what the engine was but it looked something like an OS 91 two stroke. Unfortunately during the test flight as it completed the first circuit, the model high speed stalled in the turn, snap rolled and spiralled in. As you would expect, damage was extensive. Bad luck Russell!



Russell Aggett's ill-fated Learjet at the field on Sunday June 27th.



Just managed to catch the Learjet as it lifted off on its ill-fated flight.

Noel Findlay surprised us all last Sunday (25th July). He turned up with 'A blast from the past' – one of his very early scale projects. The model is an

Alexander Eaglerock Bullet powered by an OS 40 FS. We were trying to put a date on the model – a few of the older members remembered seeing it at our former field in Bowes Road Ross Creek in the early 90's.



Noel Findlay and his Alexander Eaglerock Bullet built back in the late 80's/early 90's at the field on Sunday 25th July.



Even back then Noel put a lot of scale detail into his modelling projects. Note the engine, removable hatch behind the engine and the cockpit detail.

Noel decided a few days beforehand to get the Alexander down from its hanging place in the workshop and get it ready for flight. After a bit of a cleanup the engine was run the day before and the radio all checked out okay.

The model appeared to fly okay although quite sedately as you would expect for a model of that type. The OS 40 FS pulled it around with adequate performance, but I'm sure with the light wing loading and the flat bottom wing it would be best suited to fairly calm weather. Noel had several successful flights and no doubt we'll be seeing a lot more of the Alexander Eaglerock Bullet. The old OS 40 FS ran like clockwork!



Crash Report

As far as we know it's been quite on this front apart from the Learjet mentioned in 'New Models at Field' above.



From the Workshop

Noel brought his latest project out to the field the weekend before last (Sunday 18th July) to show where he's up to. The model is a ¼ scale Fox Moth to be powered by an OS 120 FS. (The 200 will fit also!!!) The craftsmanship on this model is quite staggering and is a credit to Noel's determination and ability to build an authentic scale replica. The model borrows many of the successful techniques used in his Gypsy Moth.



Noel Findlay's Fox Moth is well underway. Noel plans to enter it in F4C scale, possibly at the upcoming Nationals in Dalby Qld.

The tail assembly is removable just in case it needed to be transported overseas. Easy access to the engine is provided by removable panels and decking with everything interlocking for strength.



The wings fold back like they do on the ever faithful Gypsy Moth. Noel said he was scratching his head to get the geometry right so the wings tuck in underneath the rear fuselage.



The photo doesn't do justice but there is a lot of detail in the undercarriage struts, links and attachment points.



Tips & Tricks

Do you ever suffer from the dreaded tail dragger bounce? (Sounds like a dreaded medical condition!)

I'm sure we've all had a tail dragger that will rebound back into the air as soon as the mains touch the runway even when the wheels seem to just kiss the strip. The ensuing bounces then get higher and higher until the model finishes up on its nose unless power is applied to recover.

Both my Great Planes Shoestring and Super Stearman will do exactly that if I don't observe the following simple technique. Note: this doesn't apply to a three point landing, only wheeling in on the mains.

We'll assume you are doing a text book approach on finals with about ¼ throttle applied and as the model passes over the threshold you cut the throttle to allow model to settle on the runway. While doing this elevator is applied to maintain the correct attitude. When the wheels are just a few inches off the strip let the elevator go back to neutral. The tail will rise and the model will settle down on the mains. It's not easy to tell yourself to let go of the elevator but it does work. If you let go too soon you'll get a bounce but they will be diminishing and still safe.

There are also other mechanical reasons that cause the bounce. Most U/C installations do not have the correct shock absorption and landing on sealed runways just accentuates that fact. Grass runways of course provide the shock absorption.



Gone North on Holidays

As reported in previous newsletters Richard Turner and his wife Heather are on a caravanning holiday up north. I received this email update from Richard a few weeks ago.

Hi Roger,

What a bloody long way!

The road is straight and boring; the vegetation did not change until we reached Katherine.

Alice Springs was good – many gorges and water holes to see. The town is modern and offers many things to see.

Darwin is hot and humid at times. Air museum contained a B52 bomber – a big bastard! Darwin is also a modern city and much bigger than expected.

Hope all is well with the club,

Richard and Heather.

Thanks for the update Richard. At least you haven't been freezing your butt off down south!!! Have a safe trip and we look forward to catching up when you return. Ed.



Coming Events

Mid Year Club Dinner – Fri 30th July

As mentioned at beginning of the newsletter, a dinner has been organized for **Friday 30th July** at the **Western Hotel** in Sturt Street. Please let Matt Porter know by Thursday at the latest if you are going so he has some idea of numbers. I'm not sure of the time he booked it for but around 6:45PM would be about right. We held one of these dinners last year at the Queens Head and it was a great night enjoyed by all. Please try and make it if you can.

VFSAA Scale at Albury – August 28th/29th

Several members are going up to Albury for the VFSAA Scale Comp at the end of August. Hopefully the weather will be kind and we can get some good flying in. Anybody wishing to go we are booked in at the Australia Park Motel for Friday and Saturday nights. This has always been a great weekend – you would enjoy yourself.



Event Calendar

July 28 th	BRMFC AGM
July 30 th	Xmas in July Club Dinner – Western Hotel
August 15 th	VFSAA Sport Scale – Greensborough
August 28 th /29 th	VFSAA Sport Scale/Rally – Albury
August 28 th /29 th	Annual Fun Fly-In – Robinvale
Sept 17 th -19 th	28 th Mammoth Scale Fly-In – Shepparton
Sept 25th (Sat)	Sausage Sizzle – Bunnings Creswick Rd.
Sept 25 th	VFSAA Sport Scale – State Field
October 10 th	State Champs ARF & Large Scale – P&DARCS
October 17 th	Roy Gladman Aerobatics Club comp – BRMFC, Yendon.
October 24th	VFSAA Sport Scale – Yendon.
October 31 st	Roy Gladman Aerobatics Club comp – BRMFC, Yendon. (Backup date)

Dec – Jan 2011 64th MAAA Nationals – Dalby, QLD.

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

Time for some Frivolity!!!

Note: If easily offended please skip this item. It contains adult themes, but no crude language or nudity.

WHEN I SAY I'M BROKE...I'M BROKE

Yesterday I answered a knock on the door, only to be confronted by a well-dressed young man carrying a vacuum cleaner.

“Good morning”, said the young man. “If I could take a couple of minutes of your time, I would like to demonstrate the very latest in high-powered vacuum cleaners”.

“Go away!” I said. “I haven't got any money!”, “I'm broke!” and proceeded to close the door.

Quick as a flash, the young man wedged his foot in the door and pushed it wide open.

“Don't be too hasty!” he said. “Not until you have at least seen my demonstration.” And with that, he emptied a bucket of horse manure onto my hallway carpet.

“If this vacuum cleaner does not remove all traces of this horse manure from your carpet, Sir, I will personally eat the remainder.”

I stepped back and said, “Well I hope you've got a good appetite, because they cut off my electricity this morning....What part of 'broke' don't you understand?”

