



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – June, 2009

Committee 2008/2009

<i>President:</i>	Matt Porter	(0466 148 637)	<i>Public Officer:</i>	Roger Carrigg	
<i>Vice President:</i>	Nick Katsikaros	(0438 559 985)	<i>Safety Officers:</i>	Noel Findlay	(0418 801 287)
<i>Treasurer:</i>	Rick Pimblott	(0428 504 826)		Graeme Allen	(0418 534 983)
<i>Secretary:</i>	Roger Carrigg	(0437 842 277)	<i>Newsletter Editors:</i>	Roger Carrigg	
<i>Publicity Officer:</i>	Nick Katsikaros			Glenn White	(0412 641 188)
<i>Returning Officer:</i>	Rick Pimblott		<i>Field Maintenance:</i>	Max Rowan	(0413 348 496)

Contacting BRMFC: Secretary Roger Carrigg, 11 Lawrie Drive Alfredton 3350.
Ph. (03) 5334 2189, Mob. 0437 842 277, Email: roger@startek.com.au

The next meeting of BRMFC is to be held out at the flying field on Wednesday June 24th 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 Fees 2009/2010
5. Winter Meeting Venues/Videos
6. Xmas in July Night Out

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. Secretary also received a letter advising this on 25th May 2009.
- b) Checked WestWind web site: <http://www.w-wind.com.au/> on 25th May – Updated on 15th May
 - i) **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.
 - ii) **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. (See extracts from the Planning Panel Report in item c) that are relevant to BRMFC)
 - iii) **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) Extracts from the **Lal Lal Wind Farm Panel Report – February 2009**

8.5 Panel Assessment

There is little doubt that interference with the control and operation radio controlled model aircraft at the Ballarat Radio Model Flying Club's field could be expected. It is also the case that the operation of radio controlled model aircraft at this location is incompatible with the proposed WEF (Wind Energy Facility) for other reasons and that, should the development of the WEF proceed, the operations of the model aircraft club will need to be relocated. We note that the Proponent has offered to assist club with such any such relocation.

13. Other Matters

13.4 The Ballarat Radio Model Flying Club

The Ballarat Radio Model Flying Club has developed a club house and runway on 3 - 4 acres of land it leases within the Yendon Section. It was submitted that the proposed WEF, and Turbines YSWT 13 and 14 in Page 155 particular, would require the club to relocate due to impacts such unpredictable turbulence, increased risk of collision, distraction from blade flicker and radio interference. It is noted that the club does not enjoy security of tenure as its lease from a host land owner is renewed annually. Nevertheless, a letter was tabled at the Hearing confirming that the Proponent has offered to assist with relocation costs if the club is still at the site when works commence. The club sought a recommendation from the Panel requiring assistance in meeting relocation costs (expected to be in the order of \$20,000). We see these financial arrangements as a matter for negotiation between the landowner, the club and the Proponent.

We make no specific recommendation on this issue.

- d) It is accepted there is little we can do at this stage other than monitor the situation. The recent field improvements all help to affirm our presence and give weight to any bargaining that may eventuate. (In the mean time we still want a good place to fly.)

2. Field Maintenance

- a) Max R. reported on the Working Bee held on Saturday 9th March and noted that all outstanding costs have been paid. Once again we must extend our appreciation to Porter Plant (Grader Hire), Craig Begbey (Grader Driver) and Peter Hudgson (Grader Transport) for their efforts.
- b) The Secretary reported that the all up costs for the runway grading and matting is **\$504** which is very minimal considering the work done. (We were very fortunate that they accepted payment in the form of the “frothy” stuff.)
- c) The Landowner was dry sewing the paddock last weekend (no ploughing this time) so presumably there won't be any sheep in the paddock.
- d) Now that we can make better use of the north/south runway we will be nominating the duty runway on the day. (Safety Officers no doubt will enforce this as it is unsafe to have both strips being used simultaneously.)
- e) **Gate Lock:** The gate padlock was put back on the gate on Wednesday night after the meeting.

3. Winter Meetings – New Ballarat Golf Club

Nick K. informed the meeting of the following:

I rang Louise Mead at BGC again today. Things are still very early and nothing is really decided so she can't really give me an answer for at least another week. But it doesn't sound good. Looks like she's looking for a “commercial arrangement” and the most likely room accommodates a maximum of 14 people. When I mentioned “community obligation” she denied saying anything like that. Anyway I'll ring her back in a fortnight but I won't be holding my breath in the meantime!

4. Enhancing Flying Skills – Videos

- a) Nick brought along a small portable projector which connects to the video port of a laptop. This seemed to work okay, projecting onto a white board with adequate brightness. Means we can screen VMAA videos at the field if nothing comes of an alternate venue for winter meetings.
- b) Matt P. raised the point that we should all help new flyers if they seem to be having difficulty – in particular those who have recently achieved Bronze Wings but still lack flying experience.

5. ARF Scale Competition – 25th October 2009

- a) The event is now only 5 months away.
- b) Need to get advertising flyer underway so that it can be included with the newsletter. We can now make mention of our significant field

improvements in the hope that it will attract more entrants.

- c) The President called for members to form a sub-committee. Nick Katsikaros, Graeme Allen and Matt Porter volunteered.
- d) It was decided that this year we wouldn't worry about expensive prizes and just run with pilot “giveaways” and trophies. (We've been hitting Roj pretty hard lately.)

6. Club Fees 2009/2010

- a) VMAA/MAAA fees scheduled to be released on 1st June were received by mail today. Fees have increased by \$3 across the board. Seniors/Pensioners \$104 (\$101 – 2008/9), Juniors \$62 (\$59). In the past our fees have increased by the CPI which is running at 2.5% for the 12 months to end of March 2009 quarter. That being the case our \$79 club component would increase to **\$81**. On that basis our total fees would be \$185 up from \$180 for 2008/9. Seeing as the CPI increase has been passed at previous meetings and there were no objections our senior fees for 2009/2010 will be **\$185** with the other membership categories falling into line.
- b) The Secretary strongly suggested that members take advantage of direct deposit when paying fees. This can be done over the internet or 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. The club account details will be on the membership payment form.
- c) Fees for 2009/2010 are due on **1st July 2009** and should be paid on or before that date.
- d) Secretary plans to get the payment form revised to incorporate a tear off section which will form your receipt.
- e) The 2009/2010 Membership Payment form will be included with the next newsletter and will shortly be posted on the club's web site.

7. Open Day 2010 Date

The Secretary advised the meeting that our normal day would be Sunday 4th April 2010, however on this occasion it falls on Easter Sunday. We've considered this possibility previously and recognized that Easter Sunday would be unsuitable being a holiday period.

The options are moving it forward or back?

We heard at the OS Day that P&DARCS is considering April for future OS Days and we couldn't afford to clash with that event so it might be better to make it **March 28th** and prevent the risk of coinciding with the OS Day.

The meeting agreed with that proposal even though it increases the risk of striking a fire ban day, but at least it will be during daylight saving.

Jobs to be done well in advance of our next display

- 1. 3 extra banners – C.E. Bartlett made the existing 3 banners and Peter Barnett did the graphic art.

Whilst paying Bartlett's for the runway matting welding they estimated about \$50 per banner. It's proposed to get quotes from signage businesses – maybe they can do the whole job.

2. Say 6-10 extra "Sandwich Board" road signs – to be done as part of a working bee.
3. Outside tables (Murri Anstis already has this job on his agenda)

Action: Secretary to notify VMAA Contest Director. (Done)

8. Auditing Club Accounts

Matt P. raised the subject concerning our legal requirements regarding auditing the clubs accounts.

A search of the Consumer Affairs Victoria website has yielded a response outlining that the BRMFC, not being a 'Prescribed Association', must maintain adequate and accurate accounting records of their financial transactions and that these records are required to be kept for 7 years. Only 'Prescribed Associations', being those with annual gross revenue of more than \$200,000 or assets in excess of \$500,000, must have the association's accounts audited by a registered company auditor or CPA.

Further searching shows that the BRMFC's last annual statement submitted to CAV was for the year ending 30/06/2008 and that the club is NOT a Prescribed Association so we are NOT legally required to engage a registered auditor.



Membership Fees 2009/2010

Subs are due on the **First day of July 2009** (1st July 2009), so please make an effort to get to the next meeting with the membership form filled out along with your payment or better still make a direct deposit into the clubs account. This can easily be done online or by your bank teller using the bank details listed on the payment form.

Subs have only risen by \$5 in total which is basically the CPI for the 12 month period. This consists of \$3 for the VMAA/MAAA component and \$2 for the club.

The club's bank account details are shown below and also at the footer of the Membership Payment Form.

The membership payment form is at the end of the newsletter and can also be found on the club's web site. <http://www.startek.com.au/brmfc/Membership.aspx>

Bank: ANZ.
BSB: 013799
A/C No.: 3169 28278
A/C Name: Ballarat Radio Model Flying Club Inc



Field Improvements

Runway Matting

After a month or so of use it would seem that the matting on the east/west runway and in the pit area is proving popular amongst the members. The re-grading of the north/south runway has also been well worth the effort now that we can make full use of it following the plantation harvest.

All the hard work put in by the members has definitely paid off. When the article was written for the previous newsletter I was unaware of the extent of Pam's involvement in transporting the matting from Amcor in Fairfield to Ballarat. Pam borrowed a truck from Ballarat Holden and drove it down to Amcor on a Friday afternoon two hours both ways, twice. The first load was dropped off at the flying field. On the second trip the matting was dropped off at Coates Hire for Max to take charge. Many thanks for your efforts Pam.

Once again we must also express our appreciation to Craig Begbey & Porter Plant for the grader, Peter Hudgson for the grader transport and Coates Hire for the power roller and dingo. Without their contribution the job would have been out of our reach.



Safety Issues

A message from the Safety Officers – Make sure your name is on your frequency key and double check that it is in the right slot in the keyboard.

At the field, there are only **two** places for your frequency key– either on your transmitter when it's switched off or in the appropriate slot in the frequency keyboard. There's less likelihood of you turning on when the key is sitting over the aerial or control stick, whereas if it's in your pocket it's too easy to overlook putting it in the keyboard, particularly when distracted.

This is not as important for 2.4GHz operators. In that case the key provides an indication of who is operating and limits the overall number transmitting at any one time.

Car Parking: Now that we are using the north/south runway more often we mustn't park beyond the fence line that forms the western boundary of the compound.



New Models seen at field

Graeme (aka A1) debuted his new CT4 Trainer on Sunday 31st May under ideal conditions. Remember this is the partially assembled model he picked up cheap when we were down at the Warrnambool Open Day back in March. He beat the poor bloke down on price knowing that he was trying to get some money together for his mother's life saving operation!!!

Graeme stripped the covering off and repainted it in RAAF colours and added some quite effective scale detail. The

model is powered by an OS120FS which will provide ample power to pull it through vertical manoeuvres.

After a couple of fast taxis the CT4 was lined up on the north/south runway and the throttle was opened up. The CT4 tracked straight and lifted off with authority. In the air it showed no vices but required most if not all down trim.



Graeme's CT4 is just about to touch down after its successful maiden flight.

After several circuits the CT4 was brought in for a textbook landing as shown by the photo above.

Graeme thinks it's a bit tail heavy going by the amount of elevator down trim and sensitivity to elevator in the air. He's going to move the batteries etc further forward.



Graeme taxiing the CT4 back to the pits with Rick looking on.



On the same day (Sunday 31st May) Murri Anstis had his new ARF Tiger Moth out for a test flight. This is the second one of these kits Murri's had – the first one met an unfortunate fate in a strong crosswind. There was some uncertainty about the CofG position before the test flight however it was thought to be in an acceptable range.

The OS 91FS was started albeit with some mid range tuning required to get a reliable idle. Murri took the Tiger Moth off on the north/south runway in a matter of a few feet and climbed out steadily. It quickly became apparent that the CofG was too far back as it wanted to climb with full down trim. Murri did a couple of circuits with down elevator held in before bringing it in for a safe though

difficult landing. No doubt some lead or repositioning of radio will be required. Not sure what brand of kit it is.



Murri Anstis' Tiger Moth powered by an OS 91 FS.



Mike Faulkner brought his 1/3 scale Victa Airtourer modeled on Col Taylor's full size aircraft (the real one) out to the field on Sunday 7th June for a test engine run and taxi.

He encountered some problems with the aileron servos which turned out to be faulty; these have been returned to the supplier for replacement. A problem also surfaced with the nose wheel steering so the day out turned out to be a shakedown cruise. The large 5 cell battery pack shorted out burning the wires in the pack, fortunately after the petrol had been drained from the tank. This was a brand new pack and is also being replaced. Not a good day so stay tuned – no perhaps it was a good day because none of these incidents occurred in the air.

Apart from the problems, if you get the chance have a good look at this highly detailed model. Mike has done an excellent job of the finish.



Mike Faulkner's Scale Aviaton Victa Airtourer powered by a DA 50 petrol motor. Model is 1/3 scale. Photo was taken at the field on Sunday 14th June.

The Airtourer was back out at the field on Sunday 14th June for another engine run but Mike was unable to get it going.

Back in his garage Mike pulled the cowl off and realized that the prop was not in the correct location for the ignition magnets. This was fixed and while the model was on a stand and tied Mike thought I'll just see if it fires. With a chicken stick he gave it a flick and to Mike's amazement it started. He then went to move around behind the model

but while doing so his hand got caught in the propeller tips causing major injury. Maybe the confined space of a garage was a contributor. Middle finger was broken in two places, deep lacerations requiring plastic surgery, finger nail gone and intense pain.

We all have to be extremely careful with these big motors. Apart from the discomfort and loss of use of your hand you may be off work for a long time or unable to work again. We wish Mike a speedy recovery and hope there are no long term impairments.



Max turned up with his new Pitts Bulldog on Sunday 21st June now sporting an OS 200FS. The original motor fitted for its first outing was a Webra 120 two stroke but Max was unhappy with the way it behaved so opted for a four stroke. Whilst watching on, Max said it's already flown so he was quite cool and calm taxiing out to the north/south runway for takeoff. As you'd expect an OS 200FS would have heaps of power and it did. The Bulldog tracked straight and lifted off nicely climbing out with plenty of authority. Several circuits were flown before Max brought it in for a smooth landing. Max had several more flights on the day in an effort to get accustomed with the model. From a bystanders point of view it didn't seem to have any nasty vices. The model is a Pheonix kit and has a 1400mm wingspan which would make it around 1/5 scale.



Max's Pitts Bulldog powered by an OS 200FS – Yep it's got plenty of get up & go. Looks like Glenn in the background measuring how much fuel he's used!!!



A Little bit o' Nostalgia

Graham Waterhouse was browsing through his old aeromodeling magazines and came across a couple of articles that attracted his attention. The first being the 30th Nationals held at Bunbury WA over the 1976/77 New Year period and a 1984 photo of Noel Findlay's wife Sharon (fiancée at the time) holding aloft his Piper Cub.

Amongst the results of the 30th Nationals were a few names familiar to Graham with one in particular being yours truly.

I (Roger) entered a P39 Airacobra that I built from a Top Flite kit during the 1976 year.

I recall driving over to Bunbury via Perth, leaving after lunch on Christmas day 1976. Five of us from D&DARCS (Now P&DARCS) made the journey namely Mal Caesar, Wally Schubach, Brian Dart, Norm Morrish and I. Many of our members know Wally & Pearl, Brain Dart from Shepparton and Norm Morrish who was at our field for the recent VPA aerobatic competition held at the end of March.

RESULTS

Pattern Expert

J. Tracey	Vic.	12,805 pts.
B. Green	Vic.	12,760 pts.
B. Angus	Vic.	11,590 pts.

Pattern Novice

N. Morrish	Vic.	10,685 pts.
M. Caesar	Vic.	9,085 pts.
T. Conroy	W.A.	8,615 pts.

Thermal Glider

G. Chaplin	W.A.	1,173 pts.
D. Kerr	Vic.	1,155 pts.
R. Farren	W.A.	1,142 pts.

FAI Pylon

L. Winley	N.S.W.	436 pts.
B. Angus	Vic.	430 pts.
B. Price	Vic.	414 pts.

Fastest time — N. Morrish — 1 min. 59 sec.

Quarter Midget Pylon

M. Caesar	Vic.	299 pts.
B. Price	Vic.	231 pts.
K. Sharp	W.A.	211 pts.

FAI Scale

R. Gibbs	W.A.	Piper Cub	1,904 pts.
B. Dart	Vic.	Spitfire	1,289 pts.
W. Schubach	Vic.	Yak 9	850 pts.

Stand Off Scale

L. O'Reilly	S.A.	ASK 14	338 pts.
R. Carrigg	Vic.	Airacobra	271 pts.
R. Bloor	W.A.	Eindecker	261 pts.

Helicopter

D. Bailey	W.A.	464 pts.
T. Fitzgerald	W.A.	448 pts.
D. Murray	W.A.	318 pts.

Radio Control Champion — L. Winley — N.S.W.

Results of the 30th Nationals held over the 1976/77 New Year period courtesy of Airborne #18 March 1977. There are names there that many of you older readers will recognize.

The last section of the road across the Nullarbor had been sealed only 6 months beforehand which was timely given that we had trailers and models on board. Its funny how things stick in your mind – I can remember petrol was 12.5c/L in Melbourne on departure and we had to pay

25c/L across the Nullarbor which seemed outrageous at the time.

The Top Flite Airacobra kit was purchased from Brian Green's Hobby Shop in Clarendon Street South Melbourne early in 1976. From memory the shop was called Fliteline Models or something like that. In those days engines and radio gear were very expensive – you had to be very well heeled to have more than one model able to fly at any one time. You had several airframes and swapped engines and radio gear between them. I already had the engine a Webra Speed 61 2 stroke and my radio gear was Kraft Series 75 (which I still have today and worked okay when last flown in 1996 at Bowes Road Ross Creek) the only other major expense was retracts. I decided on Kraft Multicons and they are still working today in the P39 some 33 years later.

The model was finished with K&B two pack paint which is still original today and first flew at the then D&DARCS field in Brady Road North Dandenong late in 1976.



Roger's P39 Airacobra built from a Top Flite kit and powered by a Magnum 91FS. Has the original Kraft Multicon electric retracts. Photo was taken on 7th June 2008 at Shepparton. 33 years young.

From memory it was flown for a while after the 30th Nationals and then hung up at my parents place. My late father liked it a lot and I don't think he wanted me to fly it.

In early 2003 it was taken down and prepared for the WW2 & Military event at Wagga. To my surprise, the retracts still worked okay. The Kraft Multicons came with an amplifier that plugged into the Kraft receiver and were powered by the receiver battery (not nice). Being incompatible with modern receivers the amplifier was discarded, a separate AAA 650mAh NiMh battery pack was made up to drive the retracts. A micro switch actuated by a mini servo was employed for control. This whole setup has worked without fail and the electric operation looks very realistic.

The old Webra 61 was replaced with a Magnum 80 FS which I already owned. I spared no expense fitted a new tank. The single aileron servo and bellcranks were replaced with an enclosed servo in each wing panel. (In 1976 a servo was probably a week's wages, so you didn't think of using two back then.)

The P39 was flown again for the first time in around 20 years at Yendon on 19th April 2003. This was in readiness for the Wagga WW2 & Military event held over the Anzac Day weekend. In August 2003 after 11 flights the Magnum 80 was replaced with a Magnum 91 FS to give it better performance in the vertical manoeuvres. It also has flaps

which are always used for takeoff and landing – ½ flap on takeoff and full flap for landing. The JR 9X transmitter has servo slowing so that feature is used on the flap control.

The P39 has been flown mostly in scale competitions since its rebirth where its flight performance is competitive but unfortunately it falls down on static judging points due to obvious reasons. It's flown at the Wagga WW2 & Military event 7 years running and usually finishes in the middle of the field. My flight log reveals 82 flights since April 2003. The most recent event was the VFSAA Trophy at Shepparton which is covered in this issue.

I keep thinking how nice a ¼ scale version would be but I've got the P47 to finish first.

◆◆◆◆◆

The second article was on Noel Findlay's Piper Super Cub. Noel has informed me that it was his first scale model project and that the photo was taken at the Ballarat Airshow where a static display of models was staged. Not sure who organized the model display – Noel thinks it was before he became a member of BRMFC.

I asked Noel what became of the model and he said it's hanging up in his nephew's bedroom. The model has a 6 foot wingspan and is powered by an OS40. Maybe one day we will see it at the field again!!!



Sharon (Noel Findlay's fiancée at the time) is proudly holding Noel's Piper Super Cub. Photo is courtesy of Airborne #63 May-June 1984.

◆◆◆◆◆

Mike Faulkner was an avid flyer of ducted fan jet models back in the 90's. The Melton Club was host to a Jet meet in March 1994 which attracted entrants from around the world. The event was co-sponsored by Trim Aircraft of Melton and Vic TV (now WIN TV). Mike who was manager of Vic TV at the time flew his BVM (Bob Violet Models) F86 Sabre ducted fan several times during the meet and also received a trophy. Unfortunately the weather was unkind and made the oiled clay strip rather challenging to say the least.

David Law was also at the event and flew a Mirage 3 built from a Jet Hangar Hobbies kit fitted with an OS91/Ramtec and BVM pipe.



Mike Faulkner's BVM F86 Sabre powered by a BVM 81 ducted fan on takeoff. Inset is Mike holding the Sabre. Photo is courtesy of **Radio Control Jet International Aug-Sep 1994**.



Crash Report

Just as Jeff Dowsley was getting the hang of landing his Boomerang it all suddenly turned pear shaped. On Sunday 21st June which turned out to be a good day for flying, the Boomerang unfortunately got behind him on an approach to the north/south runway. As power was applied to do a go around the Boomerang was in an awkward and unfamiliar position which no doubt attributed to Jeff applying the wrong aileron control resulting in a rapid plunge into the centre triangle. We don't normally publish photos of crashes but seeing as Jeff has forwarded this we'll make an exception.



The aftermath of Jeff's Boomerang ferociously attacking terra firma!

As you can imagine the nose was demolished but other than that it was "okay". Jeff's had many flights with this model so he has definitely had his money's worth. If you were keen it could be repaired – in fact Murri Anstis repaired his Boomerang recently that suffered a crash with similar damage. He built a new oversize nose that overlapped the fuselage sides – seemed quite effective.



Bronze Wings

Nathan Aggett has been flying now for some time under the wing of both his father Russell and Murri Anstis. On the 31st May Nathan was put through the Bronze Wings

accreditation and came through with "flying colours". Congratulations Nathan.



Nathan Aggett with the model he used for the Bronze Wings accreditation. It doesn't look a particularly easy model to fly.



New Member

We would like to take this opportunity to welcome Mathew Werner to the club. Mat is an accomplished pilot and you will see him flying a ¼ scale Extra powered by a 45cc petrol engine. We'll get some more details on his model for the next issue. Mat has been a member of the Warracknabeal and Lilydale clubs and has decided to take up aero-modelling again after a short break. We wish him every success in his aero-modelling endeavours.



Tips & Tricks

Fuel Tank Clunks – Make sure the clunk is not folded back on itself following a hard landing or nose over. I (Roger) was doing Touch & Go's with my Shoestring yesterday (Sunday 21st June) on the north/south runway when on one occasion it slewed to the left during power on (senior moment I guess). My first reaction was to cut the throttle, come to a stop and take off again. However it had already lifted off, it then settled down gently and rolled off into the recently scarified field causing it to nose over – fortunately no damage. (I suspect there's a phantom photo somewhere like phantom emails we hear about on the news) On the next flight the engine cut mysteriously during a sustained vertical climb – the Magnum 80FS has never stopped in flight before, so the Shoestring was in for its first dead stick landing which was uneventful.

The possibility of a stuck clunk was the only thing I could think of as everything else seemed okay. I gave the model a good shake to dislodge the clunk flew it again and it was okay.

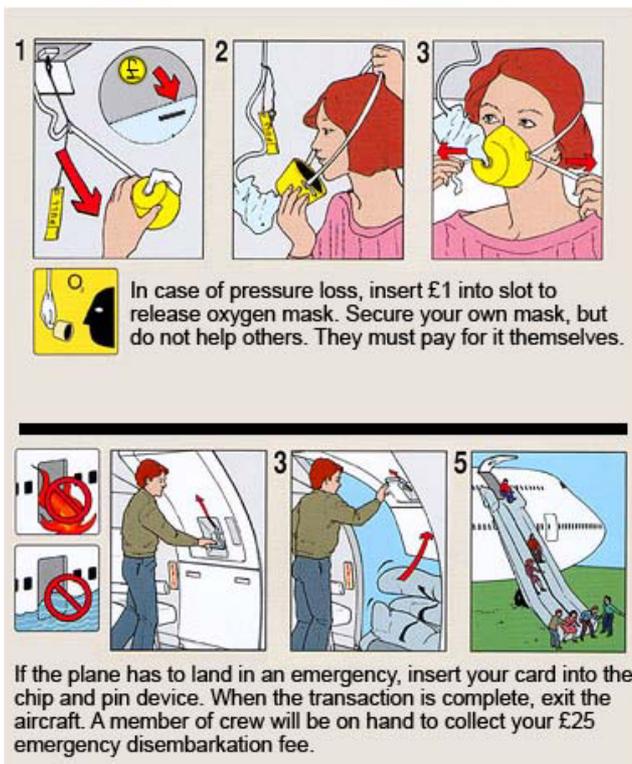


Time for a laugh



Boeing 737-800

Yours to read for just £2.50



Magnificent Flying Weather

As of writing this article (Friday 19th), every day since and including Sunday 14th June has been absolutely perfect for flying – hardly any wind and lovely sunshine. What's gone wrong – is this the upside of global warming or something!!!



Events

VFSAA Trophy – Shepparton June 6th/7th (by Glenn)

The Queen's Birthday long weekend means the VFSAA Trophy. This year Rick, Pam, Noël, Graeme (A1), Roger and I (Glenn) attended however Rick did not fly, as he was well and truly under the weather. (We thought it was swine flu!!!)

The weather forecast for the weekend wasn't too good but being optimistic as we usually are, we were out at the field early on the Saturday morning preparing for the days competition. The scale event had a static section and with thirteen entries took all of Saturday and some of Sunday morning. David Law ran the event and got things moving along smartly as the weather was looking anything but promising.

A round of ARF was first to go, there were ten entries and first up was Graeme with his Super Cub. Roger followed shortly after with his Super Stearman.



Graeme (A1) doing a low slow fly past with his Super Cub.

Roger and Graeme were the only ones of our group to fly ARF's. Noel was asked to be one of the judges, which is probably one of the worst jobs in the cold windy conditions.

Next to go was a round of scale; Noel flew his Gypsy, Roger his P39 and me my Cessna 195. My first flight was the best, they got worse as the weekend progressed, during the last flight my touch and go nearly ended in disaster, I was lucky to save it. I didn't have a good weekend, calling for Noel and Graeme I missed a manoeuvre for both of them, thankfully it didn't affect the results. (Senior moments no doubt!!!)



Steve Malcman is about to taxi his 35% scale Cessna 172 powered by a DA150cc petrol motor out for takeoff. His father is walking back to the pits. We met them at Bowylie – they were in the cabin next door at the holiday park in Canberra.

We managed two rounds of ARF and one round of scale on the Saturday between the light showers. On the Sunday two rounds of scale and one of ARF to make 3 rounds in total for each category. Roger had the worst conditions for his flight it really poured, if I'd been one of the judges I would have left him to it. (Noel was one of the judges and Graeme was my caller and we all got drenched.)

Other than the weather we all had a good weekend and look forward to next year's competition vowing that we will put in a little more practice.



The BRMFC contingent – Glenn’s Cessna 195, Roger’s P39, Noel’s Gypsy Moth and Roger’s Super Stearman.

Congratulations to Noel and Roger for coming second (Noel in scale and Roger in ARF) against stiff competition.

Thanks for the article Glenn.



David Law’s Vampire and Spitfire – both are magnificent scale models. You can see the Shepparton Club’s new kitchen lounge extension on the right. The roof lines don’t look level, I hope that’s camera lens distortion or maybe it settled with all the rain.

The outstanding new models entered were David Law’s 1/4 scale Spitfire powered by a DA85cc and Steve Malcmans’s 35% scale Cessna 172 powered by a DA150cc twin cylinder. The Cessna is a very big model and Steve flies it superbly – he did some very well executed side slips and won the ARF section convincingly.



Noel Whiteheads CAC Boomerang is taxiing back to the pits after a successful round with John Gottschaulk’s Fokker D7 and Gary Sunderland’s Pfalz in the background. It’s nice to see a Boomerang that’s not brightly coloured with a high wing!!!

It’s nice to report that there were no crashes. The only incident was a broken nose leg on Roly Gaumann’s Piper

Tri-Pacer when it suffered an engine failure on takeoff early Sunday morning during a practice flight. No doubt Roly will have it fixed and flying before the next comp.

In closing, we must thank the Shepparton club for hosting the event providing the VFSAA with excellent facilities and special thanks to the Shepparton members who ran the canteen. It was nice to get into the warm lounge and thaw out from time to time. They’re in the process of building a new kitchen & lounge and combined with the mains power already connected, the club will have facilities that are the envy of most clubs.

Judging is generally a thankless task so we extend our appreciation to Keith Schneider, Trevor Pugh, Graham Godden and Phil Shufflebotham. They’re the ones that I saw judging other than the pilots. David Law did an excellent job as Contest Director keeping things moving all the time and Noel Whitehead tallied up the scores on his laptop, using an Excel spreadsheet that he developed some time ago.



David Law is presenting Noel with trophy for second place in Scale. Trevor Pugh and Roly Gaumann are on the left.



David Law is also presenting Roger with trophy for second place in ARF. Keith Schneider’s in the background.

The VFSAA budgets for pilot giveaway bags at this annual event so each entrant received a bag with a selection of very useful modelling items during the presentations. Model Engines provides the plastic bags so no doubt they sell the items to the VFSAA at a good price.

The scores are tabled below in order of the final placings.

(David Law flew two models but only one counted in the placings. Second and third went to Noel Findlay and David Balfour from Albury respectively.)

Scale Scores

Pilot	Model	Flt 1	Flt 2	Flt 3	Static	Total
David Law	DH Vampire	2557.5	2453.5	2664	2947.5	5558.3
David Law	Spitfire	2514.5	2575.5	2509	2745	5290
Noel Findlay	Gipsy Moth	2456	2289	2424	2674.5	5114.5
David Balfour	Curtis Robin	2496	2460	2496	2572.5	5068.3
John Lamont	Percival Gull	2228	2286.5	-	2655	4912.3
Barry James	Tiger Moth	2147.5	1980	2146	2715	4861.8
Noel Whitehead	CAC Boomerang	2201.5	2210	-	2490	4695.8
Gary Sunderland	Pfalz	2191.5	2172	2200	2430	4625.8
Glenn White	Cessna 195	2332	1900	2124	2019	4247
John Gottschaulk	Fokker D7	-	2062	2103	1966.5	4048.8
Roger Carrigg	P39 Airacobra	2355	2041	2464	1620	4029.3
Roly Gaumann	Piper Tri-Pacer	2133.5	-	-	2617.5	3684.3
Brian Whelan	Corby Starlett	-	1958.5	-	2475	3454.2

ARF Scores

Pilot	Model	Flt 1	Flt 2	Flt 3	Static	Total
Steve Malcman	Cessna 172	2537	2377.5	2478		2507.5
Roger Carrigg	Super Stearman	2396	2376	2308		2386
Noel Whitehead	RV4	2354	2345.5	2358		2355.8
Peter Bailey	Extra	2151	2251	2174		2212.5
Graeme Allen	Piper Cub	2133.5	2192.5	2075		2163
John Lamont	Extra	2297	2012.5	-		2159.3
Tony Grieger	Gee Bee	2000.5	2060	2218		2139
Ian Lamont	Extra	1828.8	2131.5	-		1980.2
Barrie Reaby	RV4	1967.5	1820.5	1900		1933.5
Frank Laguda	F15	-	-	1535.5		



Len's Rat Traps

We had rats/mice in the shed recently and with the combined efforts of Len Astbury's rat traps and the laying out of Ratsac they seem to have been eradicated for the time being. (That's why food scraps must not be left in the shed.)

Len was looking for his traps the other day which were attached to a large back plate but were nowhere to be found. He thought that maybe they'd been used as firewood but there was no trace of metal parts amongst the ashes.

If anyone can throw some light on Len's rat traps please let him know.



Event Calendar

June 6th/7th VFSAA Trophy – Shepparton.
June 24th **BRMFC Meeting – Yendon.**
 June 28th VFSAA Scale Rally – Greensborough.
 July 12th VFSAA Scale Rally – Bacchus Marsh.
July 22nd **BRMFC AGM.**
 July 26th VFSAA Sportscale/ARF – NFG.
 August 23rd Golden Era Pylon Racing – Bendigo.
 August 29th/30th VFSAA Sportscale/Scale Rally – Albury.
 September 19th/20th Mammoth Scale Fly-In – Shepparton.
October 25th **ARF Scale Event – BRMFC.**
 November 28th Old Timer – Haddon Field Ballarat.
 Dec 2009-Jan 2010 63rd MAAA National Champs – Albury/Wodonga.

A couple more photos from Shepparton.



Glenn starting the Zenoah 62cc in his Cessna 195 – note the big glove. Noel is holding on with Graeme looking on.



David Balfour's ever reliable Curtis Robin. Power plant is a 45-48cc petrol engine. David scores very well with this model. Note the spectator safety netting in the background that was fitted following a nasty crash at the 2007 Shepparton Mammoth Scale event.

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



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

MEMBERSHIP PAYMENT FORM – 2009/2010

Date:

Surname First Name Middle Name

Address City Postcode

Phone: Hm Bus Mob Email

Date of Birth MAAA (AUS No)..... Partners Name

Occupation/skills Tx Frequencies Used

Tick membership type below and write amount applicable in column on right hand side of sheet and fill out tear off receipt.

Note: VMAA fee includes MAAA affiliation & insurance. Pension rates are shown in brackets () – club's 10% discount and the VMAA discount if any. To qualify you must have a Government Concession Card with **Full Medical Entitlement**.

New member. (Existing members ignore this)
 Joining fee **\$10.00 + \$10.00** refundable gate key deposit (receive starter pack)----- Amount: \$.....

Senior member plus VMAA – Full member benefits, any person 18 years or over on 1st July 2009.

Club	\$81.00	(\$73.00)	
VMAA	\$104.00	(\$104.00)	
Total	\$185.00	(\$177.00)	-----\$5 more than last year----- Amount: \$.....

Senior member – Full member benefits, any person 18 years or over on 1st July 2009.
 VMAA fee is paid through another club and you intend to fly regularly at our field.

Name of other club:

Club	\$81.00	(\$73.00)	----- Amount: \$.....
------	----------------	------------------	-----------------------

Junior member plus VMAA – Any person under 18 years on 1st July 2009.

Club	\$40.50	(\$36.50) – 50% of senior membership fee	
VMAA	\$62.00	(\$62.00)	
Total	\$102.50	(\$98.50)	----- Amount: \$.....

Associate member – Receives gate key, newsletter, non-voting. VMAA fee is paid through another club and you intend to fly infrequently at our field. Probably live remotely. (2/3 of senior member fee.)

Name of other club:

Club	\$54.00	(\$49.00)	----- Amount: \$.....
------	----------------	------------------	-----------------------

Social member – Receives newsletter, non-flyer, non-voting. (1/4 of senior member fee.)

Club	\$20.00	(\$18.00)	----- Amount: \$.....
------	----------------	------------------	-----------------------

Family membership – Full member benefits. Consists of one **senior** rate plus \$10. Family members must pay VMAA fees as specified (Junior or Senior). Applies to immediate family residing at same address. There is no family VMAA fee arrangement.

Club	\$91.00	(\$82.00)	
VMAA	\$104.00	(\$104.00)	
Sub-Total	\$195.00	(\$186.00)	----- Amount: \$.....

Person 2	\$62.00 or \$104.00	(\$62.00 or \$104.00)	VMAA fee ----- Amount: \$.....
Name:	D.o.B.	MAAA (AUS) No:	
Person 3	\$62.00 or \$104.00	(\$62.00 or \$104.00)	VMAA fee ----- Amount: \$.....
Name:	D.o.B.	MAAA (AUS) No:	
Person 4	\$62.00 or \$104.00	(\$62.00 or \$104.00)	VMAA fee ----- Amount: \$.....
Name:	D.o.B.	MAAA (AUS) No:	

Total amount to pay *cash / cheque / direct deposit (receipt)*..... **\$.....**

Yearly subs are due on 1st July 2009. A \$5 administration fee applies to renewals, if fees are not paid by the due date.

Please remit this form and the amount payable to the Secretary at: *11 Lawrie Drive Alfredton 3350.*

To make a direct deposit use the following instructions:

Direct Deposit Bank Details: ANZ, BSB: 013799, A/C: 3169 28278, A/C Name: Ballarat Radio Model Flying Club Inc.

Remember: state your name in the bank transaction details so the deposit can be accredited to you. Also circle "direct deposit" above and write your bank receipt number alongside before forwarding to the Secretary. This can be done online or at your bank.

BALLARAT RADIO MODEL FLYING CLUB Inc

Date:

Received the sum of \$..... from Payment method: *cash / cheque / direct deposit*

Being BRMFC Membership for the financial year **1st July 2009 to 30th June 2010**

Signed: