



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – March, 2009

Committee 2008/2009

<i>President:</i>	Matt Porter	(0434 629 964)	<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 March 25th 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.

***** BRMFC Annual Public Display – Sunday 5th April *****

Agenda Items for the next meeting

1. **Open Day 5th April Sub-Committee Report**
2. **Wind Farm**
3. **Field Maintenance**
4. **Bus to Avalon – Post Mortem**
5. **Enhancing Flying Skills – Videos**
6. **VPA Model Engines Trophy**

Annual Public Display April 5th 2009

Is it just me or does it seem like Christmas is all but a distant memory and that Easter is just about knocking the door down? With that in mind I think that this is an appropriate time for me to remind everyone that the BRMFC Annual Public Display is approaching very quickly and we need to make sure that everything is in order for the event to run smoothly. As some people will have noticed I have produced a duty roster asking for members to give some of their time to perform various tasks throughout the day. I have had a reasonable response so far with a few members confirming their intention to help, however I would still like a few more confirmations please to alleviate any pressure. For those who are not on the email mailing list I ask that you please take a look at the roster at the end of the newsletter, see if your name is there and let me know if you are able to help. If you're not listed and you intend on coming please let me know and I will add you in because the more people we get to help the less everyone has to do.

A week prior to the event on Saturday 28th March we are holding a small display at Stockland Wendouree to promote the event and sell raffle tickets for the Boomerang Trainer and Motor generously supplied by Roj's Hobbies. There will be a good contingent of people there to keep things rolling along, but if anyone else wants to help just drop in and offer your services.

The day before the event (Saturday 4th) we will be holding a small working bee to set up the field ready for the action on Sunday. I would say that if a few people could turn up at around 9:00am and help to cut the grass, organise a parking area, set up the toilets and empty the bins then we should be finished in an hour or two and then everyone

will be free to put their models in the air and cram in some last minute practice.

Anyway I guess I've bored you all enough, so once again please let me know if you will be available to help out and don't forget to dust off all of those models in the hanger and bring them along to show off our hobby. I must emphasise that to *fly* at the display you will need to be of Gold Wings standard, however we still need everyone who won't be flying to bring whatever models they can for the static display.

Matt Porter 0434 629 964, kahnazhu@aanet.com.au



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. **Roy Gladman Novelty Event**
 - a) **2009 Winner:** Matt Porter was the winner of the Roy Gladman Novelty event held on Sunday 15th February. The Vice president Nick Katsikaros presented Matt with the perpetual trophy with his name engraved as the 2009 winner. As well as the perpetual trophy the winner receives a small trophy to keep.
 - b) **2008 Winner:** Nick was the winner last year but somehow we overlooked presenting Nick with the individual trophy. That oversight was corrected at the meeting. (Nick can now fill the void on his mantle piece left by the perpetual trophy.)

- c) **Background:** For the benefit of the newer members, Graeme Allen gave the meeting a rundown on the history of the event and how it came into being. Roy was a dedicated member of the club back in the 1990's who sadly passed away in 1999 following a heart attack at a relatively young age. To honor his legacy Rick Pimblott proposed that we run an annual competition/s with a perpetual trophy. The event got underway in 2000 consisting of three competitions throughout the year – Novelty, Aerobatics & Scale. All went well for several years but the number of entries in the aerobatic and scale events dwindled and were finally scrapped for the 2007 year. Many members found it difficult to make it to three events throughout the year.
- d) **The Future:**
- i) There seemed to be some renewed interest in at least resurrecting another event throughout the year perhaps **aerobatics**. Fortunately this is the effect of getting new members and fresh blood into the club.
 - ii) **Novelty Event:** A couple of changes proposed for next year are: Scoring on take-off for the Carrier Deck and *random times* for each contestant in the timed flight event.
2. **Open Day 5th April 2009 Sub-Committee Report**
- a) The sub-committee held a meeting two weeks ago on the 4th February.
 - b) Rick advised that the food permit has been received from Moorabool Shire.
 - c) Secretary is to confirm our booking of the council advertising banner sites now that it's been contracted out to Ballarat Regional Industries (BRI).
 - d) Banners will go up on March 9th to April 7th (good to have a day or two to remove) Can't use Ring Road/Western Hwy site due to road works but fortunately we booked more than three sites. Perhaps the entrance to Sebastopol would be a good alternative.
 - e) Matt said that he may be able to get some color flyers printed from his place of work.
 - f) Boomerang Trainer kit and OS46AX (*actually an OS55AX*) engine confirmed as the raffle prize. Raffle tickets have been printed and several books were handed out to members at the meeting.
 - g) Matt is putting together items for spot prizes. (Modelling items from Roj's Hobbies plus some budget priced hobby tools from Go-Lo etc).
 - h) Five classifications for trophies. John McLennan (being a cabinet maker) offered to make the plaques which we will attach our club medallion and engraving from Lifetime Trophies.
 - i) Secretary to send Craig Butterworth (SLC) our flyer promoting event. Glenn advised that Craig will be away during our display but will get someone else to bring PA system out to field. Need a contact name and number from Craig. (*Email sent to Craig on 26th February.*)
 - j) Secretary to send MAAA insurance policy to Nick Katsikaros to support Stockland Wendouree booking on Saturday 28th March. (*Done*) Nick is to contact Stockland Wendouree and make a booking if possible.
 - k) Check that sandwich boards are all accounted for (in container) – should be 19. Graeme Allen said he has 3 at home from last year and Rick Pimblott has 2.
 - l) We do need more road signs (about 10) – something to get on top of before the next display.
 - m) Matt is to do a duty roster for the day.
 - n) Display Flyer and Pilot Invitation PDF documents have been revised, posted on web site and sent out to pilots. (Secretary will send out invitation to pilots again in early March and finally a few days before event).
 - o) Need to promote event – Secretary has notified 3BA.
 - p) The event will be **cancelled** if a **fire ban** is declared in our district on the day. The next pilot mail out will make note of that point.
 - q) Members on the gate will be requested to ask the public how they heard about the event.
 - r) No smoking to be enforced especially during this prolonged dry spell.
 - s) Decision on the day will be made regarding the safety of turbines with respect to potential fire hazard.
3. **Wind Farm**
- a) *Nick and Roger appeared at panel hearing on November 19th at 1:30PM.*
 - b) No further information has been received.
 - c) Checked WestWind web site: <http://www.w-wind.com.au/> – no further updates beyond the panel hearing in November 2008.
4. **Field Maintenance**
- a) Glenn White stated that Max does not want to do anything with the matting until we get the next piece.
 - b) We must roll up the matting before the display day – whilst it's laid out we need to measure it so the exact dimensions are known.
 - c) Secretary advised that he received an email from Rod Mitchell (Keilor Club) outlining how they joined their runway matting. *I assume the matting material you have obtained is the same stuff we put down for our runways and pit area. We put down 4 mats for the runway so we have 100MX20M. We had to join the mat ends and sides. I was advised by the Wagga club to use windscreen silicon (the black stuff) for joining and so far it has worked well. We also used pegs with a flat top that we have so far left in place. If you want any info on how we laid the mat just let me know.*
 - d) Hopefully this is good news – The plantation on the southern boundary (Yendon-Egerton Road) of the field is now in the process of being harvested.

(Presumably the northern boundary plantation will also be harvested.)

5. Bus to Avalon – Mar 15th 2009

Max Rowan obtained quotes from Hertz – \$200 hire, 200km included and estimates about \$50 for fuel.

It was decided that Max would hire bus from Hertz and Max has volunteered to drive.

If we estimate an all up cost of \$300 = [\$200 (hire) + \$50 (fuel) + \$50 (Refreshments)]

Divided by 20 seats = **\$15/seat**

- Secretary is to handle the seat 'tickets' and get the refreshments for the trip home.
- Max Rowan to book the bus ASAP.
- An email will be sent to members ASAP asking them to specify the number of seats required.
- A show of hands at the meeting indicated 15 seats so far.
- Matt Porter is going to start the list off at the field this Sunday (1st March) and take the monies.

6. Enhancing Flying Skills – Videos

We are still looking at getting some flying videos – will be of special interest to the newer members.

Nick K. made an enquiry to the Ballarat Golf Club last year with the view to holding our meetings there during the winter months. The answer was positive but they indicated they would be shifting shortly, no doubt due to the Western Highway widening. A new Golf Club building is currently under construction and looks like it will be finished in a few months.

Nick is to follow up later in the year to see if we can hold our meetings there. It may well be equipped to run videos etc.

7. VMAA Trophy

Nick has been promoting this event within the club for a few months now, but it's unlikely that we will have an entry this year.

Nick is officially taking on the mantle of event coordinator to keep it on the boil throughout the year with the aim of putting a team together for next year. (2010)

8. VPA Model Engines Trophy

Event was postponed due to total fire ban imposed on 31st January/1st February.

Henry Hutchinson suggested 28th/29th March (Week before our Open Day)

General discussion outside meeting has been in the affirmative and date has been 'pencilled in'.

The meeting agreed that we will host the event on 28th/29th March.

- Glenn is to oversee the canteen on Saturday.

b) Rick/Pam running canteen on Sunday – Matt P. has 100 frozen snags left over from Bunnings sausage sizzle.

c) Secretary to notify Henry Hutchinson event is confirmed (*done*).



VMAA News

- Australian Endurance Record** – Anthony Mott (BRMFC Associate) has broken the Australian Endurance Record with a flight time of 12h 5mins 20secs on 21st January 2009 at the Greensborough Club field. The model used was a purpose built 105” wingspan, 5kg model with drop off undercarriage. It was powered by a modified British PAW 8cc diesel turning a large propeller consuming 1cc/minute. (Info from MAAA newsletter 01/2009)
- It has been suggested that the weather conditions at the State Field should be accessible on line. The VMAA Executive is following up the suggestions to get an idea of the costs and equipment required.



New Models seen at field

Matt turned up at the field on Labour Day (Monday March 9th) with his latest toy. It's a 30% scale Extra 260 by Thunder Tiger. Matt says he wants to pursue the scale aerobatics and enter in a few of comps that the scale aerobatics guys run. Matt has been kind enough to give us a run down on the Extra.



Matt with his latest toy – a Thunder Tiger TOC Series Extra 260 30% Scale. Still has to fit the spinner.

Specs:

Scale: 30% ARF
 Wing Span: 88”
 Fuselage: 72” (too bloody big for my ute)
 Engine: DL50cc with Pitts Muffler
 Radio: JR DSX9 2.4G

I bought this little beast from Roj's Hobbies late last year after finding that my DL50 was a tad too powerful for the old 25% CAP 232 which I had bought from Wayne earlier in the year. As you all would understand, when my wife saw what I had purchased she decided it would become my Christmas present, hence I wasn't allowed to start

construction until I returned from holidays early in the new year.

Since opening the boxes I've probably spent about 25-30 hours over the last couple of months building her in the shed making sure that she is built strong and nothing is going to fail due to poor assembly practices (fingers crossed). I've fitted Hitec servos throughout with a 7955TG digital on the rudder, 5645MG digitals for each elevator half and 625MG analogues on the ailerons, but when funds are a little more healthy I will probably put the 7955TG's on all control surfaces.



Matt has done an exceptionally good job of preparing this model. All the wiring and fittings are nicely secured.

In the engine department the DL50 is fed by a pumped Walbro carburetor with a built in choke to which I have connected two servos, one for the throttle and one to the choke that helps with cold starting and it also acts as a second method for killing the engine. To vent the gasses from the donk I opted for a wrap around Pitts style muffler instead of the original side mounted type and there are two reasons for this. Firstly it prevented the need to cut a big hole in the side of the cowl to fit the original type and it also added some needed weight to the nose for C of G adjustment.



Under the bonnet! The DL50 and "Pitts" style muffler. (I suspect the load distributing plate under the muffler bolt heads is Matt's finishing touch.)

When it came to the radio I needed (*wanted*) an excuse to buy a 2.4 gig radio system and when I found that I didn't have enough channels to run the remote choke and the future smoke system with my existing JR 2610 I decided to do some research and finally picked up a new DSX9 from Roj. This radio is basically the same as the older 9X

II model, but transmitting on the 2.4 gigahertz band and it should hopefully give me many years of service.

As it stands now she is ready to fly, but with her weighing in at nearly 7.4kgs I will need to obtain a heavy model permit which Murri will hopefully issue this Sunday (March 22nd). If everything goes alright you will hopefully see her flying *tearing up the sky* at the field on a regular basis in the future, when I find a suitable method of transport. *Hint hint anyone got any cheap model trailers for sale?*

Thanks for the interesting article Matt. (Ed.)

Allister Aggett had a new trainer on Sunday 8th March. Not sure if the WASP was making its debut but it's the first time we've seen it. Apparently the model flew okay.



Allister Aggett with his WASP trainer – don't have any more details at this stage. (8th March)

Sunday 22nd March saw some more new models at the field. Rick had a new electric powered Piper Pawnee – the same model as flown by Andrew Bentley. Rick seems to be a sparky these days – most of his new models have been electric lately. A1 (aka Graeme) had the honour of doing the test flight and it all seemed to be quite uneventful which is how we like them.



The moment of truth! Graeme is about to open the taps.

Rick has provided details of the Pawnee.

Manufacture: Hanger 9
 Wing span 80"
 Power: E-Flite 60 brushless (Equivalent to a 60 size glow motor)
 Battery: 6 cell 22.2 volt 5000mah

You don't often get new Pawnees at the field but on Sunday March 22nd we had two. Gavin Gedye had a Piper Pawnee "A" model scratch built from Airborne plans. The model has a wingspan of 2.2m, weighs in at 11lb and is powered by a Magnum 60 two stroke. Gavin said he finished it some 12 months ago and flew it elsewhere before he rejoined our club recently, but it was only a short flight due to engine failure. This time it seemed to fly quite well and looked impressive in the air. The takeoff and landing were probably 8's.



Gavin Gedye with his Piper Pawnee. Model flew very well.

The wings are held in to the fuselage with rubber bands and secured by small straps underneath to prevent the wings pulling out against the rubber bands. On the second flight it was noticed by several onlookers that the dihedral was changing in accordance with the G load. This is generally an undesirable feature! The straps had given way allowing the wings to pull out on the rubber bands. No doubt Gavin will rectify this before flying it again.



Crash Report



It's with great sadness that we report the loss of Glenn's Ju52 on Monday March 9th.

Glenn had finally repaired the Ju52 after it crashed on takeoff back in 2005. He built a new tail plane and fin to reduce the aft weight and get the CofG correct with lower overall weight. The model had been out at the field a couple of times beforehand to run the motors and Glenn then decided on Sunday 8th March to test fly it on Monday (Labour Day) if the weather was okay.

On the Monday morning we rechecked the CofG, all the control surface throws, direction and centring to make sure all were correct. Glenn had earlier mixed a batch of fuel with 15% nitro to give the two Magnum 30FS and Magnum 61FS an extra bit of punch which from past experience the Ju52 needed.

Glenn started the motors and tuned them so they were delivering maximum power and reliability. There was a light breeze from the east so takeoff was towards Spredaeagle Road. When Glenn opened the throttles the Ju52 accelerated down the runway tracking straight then it lifted gently and immediately began banking to the left while climbing out with considerable authority. The

engines were obviously all running and pulling well. It gathered quite a bit of height and was now heading towards the plantation after doing a 90 degree turn. By this time Glenn had arrested the left bank but then it started to bank right as he was trying to bring it back on course. The bank to the right steepened and Glenn was unable to hold it and the Ju52 went straight down vertically into the access track where it bends to go to the car park area.

From the flight line we had lost sight of the impact as visibility was blocked by the buildings, but the noise was chilling when it hit the metal on the track. As you would expect there wasn't much left. Hopefully the motors and radio gear aren't damaged although the front motor took a fair beating.

Glenn said before flying it he was over the Ju52, but it is still very disappointing after all the work that goes into a scale model. Our commiserations go out to Glenn.



BRMFC exporting the model flying bug to the world

Some of you may remember last year when I, Nick, brought my Argentinean friend and workmate Roberto Fueyo out to the field. Roberto was suitably impressed and put together a short video clip which is now with Roger's photos on the webpage. Well, it seems that after a suitable period of incubation the flying bug has bitten and now he has started flying his own model in Argentina. Looks like a nice trainer and what a great looking runway!



Mirax Trainer 40 - Motor: Super Tigre 45 - Control: Hi-Tech 7 channels.



Field Transformation



Viola! The northern plantation has gone. What a difference it makes to the field. (22nd March)

You'd think we had a new field now that the northern and southern plantations have been harvested. The field is now completely different – both from the visual aspect and the flying. The increasing turbulence problems we've had to contend with from northerly winds as the plantation has grown over the last nine years is now gone.



Events

Warrnambool Open W/E – Feb 28th/Mar 1st

On the weekend of Feb 28th/March 1st a few of our club members made their way down to Warrnambool for their Open Day. This is the fourth year in a row that some of us have been, doesn't time fly? (Some pics on last page.)

Roger and I had a leisurely drive down on the Saturday morning, not wanting to get there too early so as to give the others time to get the gazebo put up.

The weather was only average with a very overcast sky. There was a stiff breeze on both days but it afforded no problems as it was blowing straight down the main runway. After the heat that we have endured over the preceding few days it was nice to be cool again.

There was a good turnout of models and it was nice to see a lot of local members flying. Roger flew his souped up Shoestring (15% nitro) and his Super Stearman with the thirsty O.S. 200. Who said he was a tight ass? Rick had some nice flights with his electric Black Horse ARF Stick 4D, I flew my Me.163 Komet. Graham W. took his Kraft Superfly but didn't get to fly it as he had trouble with the throttle cable. A1 (aka Graeme A.) was the frequency hog of the weekend and had his Super Cub in the air whenever he could.

We only had a couple of "incidents" the major one being John Hoy's large Harvard. He got a bit crossed up on a landing approach and stalled the heavy model a metre above the runway. The impact did substantial damage but no doubt John will repair it and have it flying again.

There was a swap tent as usual and A1 managed to steal a nice model (I don't know how he can sleep at night). The model was a nice Airtourer and the poor guy only wanted a meagre \$280 for it. The seller couldn't be there, there was talk of him having to visiting his sick mother and Greame being the A1 he is offered him a miserly \$230.

We all had a nice night out on the Saturday commencing with a few beers at the motel followed with a nice meal at the RSL club capped off with a port or two back at motel. We always seem to have a good social weekend at Warrnambool so it will be marked on the calendar for 2010

Avalon Airshow – Sunday March 15th

The weather forecast wasn't looking too bright but by 7:30AM, 23 of us had turned up at Hertz in Albert Street Sebastopol. We'd booked a self drive bus to take us to the Avalon Airshow captained by Max Rowan. After battling with the damaged door we got the bus loaded and were away a few minutes before 8 o'clock. We had one stop at Buninyong to pick up Jeff Dowsley and then we were on our way.



Max was da coach captain and wife Judy had the co-pilot's seat. Looks like neither one's watching the road!!!

There was a 200km limit in the hiring fee before you started paying for excess kilometres so Max was determined to get us there under 100km even if he had to drive backwards. Thankfully Max knows all the back roads being bought up around the area and we made it to Avalon with 3 km to spare. (We only had to walk the last 5km – no just joking!)

We were there by 9:30AM giving us plenty of time to go through the bag checking, to purchase our tickets and to get organized before the 10.00AM start of the flying display.



It looks like the monster has opened its mouth and is swallowing its prey. The C17 Globemaster is cavernous inside. It can carry 75 tons over 4000km. I overheard one of the crew say that all the fuel is carried in the wings. The tail plane is as high as a 5 storey building. The RAAF now has four of these although this was a USAF aircraft.



You could fly indoor models in the cargo area of the C17. The flight deck is above the ceiling and must be a huge space as well as it goes back through the wing centre section and on to the tail. There is probably a stairwell up the fin to get access to hydraulics etc.

Being a large crowd it's impossible to keep together so we split up into small groups – it's still difficult to stick together in small groups. You take your eyes off your group and they blend into the crowd.

Due to a combination of reasons it seemed that the crowds were down on last time and also the diversity of exhibitors.

Unfortunately due to a 30kt 90 degree cross wind it curtailed many of the flying exhibitions including some of the heavy metal. We found it hard to believe that an aircraft like the B1 or F111 could not take off with the 30kt cross wind. (If you are going to attack us make sure it's a windy day!!!) Of course safety rules at a public display would be far more stringent than in a combat situation.

The rain managed to hold off for most of the day – we only had a couple of heavy showers. Fortunately, with the ground being so dry it didn't get too muddy.

The food and drinks were on the expensive side as you'd expect but that didn't stop A1 making a guts of himself. See photo – chips as well. However we felt sorry for the ice-cream vendors – being a cool day the queues were short.



Like a well known identity said recently – it's not me in that photo! Yes it is Gra Gra.



There's lots we could say but we'll resist the temptation.

The military jets attract most of the attention and probably from a spectator point of view the F16 put on the best display. Loud and fast! The Caribou and the F111 were making their last appearances at the Avalon airshow. The Caribou flew but unfortunately the F111 was unable to fly due to the combined effect of the 30kt crosswind and wet runway. There were many other aircraft also that were unable to fly including the Lockheed Super Constellation "Connie" and the P51 Mustang.



Something serious must have gone wrong on Saturday. The wind was about 30kts on Sunday but apparently it was stronger on Saturday. We assume this ultra light biplane got tangled up on landing or perhaps it was picked up by a strong gust of wind and flipped over.

There was no model aircraft display this time. The VMAA decided to pull the pin due to a breakdown in negotiations with the organizers.

It was a long day with a lot of walking if you want to see everything and by about 4:30PM we were well and truly ready to make our way back to the bus.



Max had a happy crew on the way home after a couple of light refreshments.

After a head count Max got the bus rolling towards Ballarat by around 5:30PM with strict instructions to keep under the 200km limit.

We had some light refreshments for the trip home which were enjoyed by all.

Max got us safely back around 6:45PM (under 200km) the last thing to do was fill the tank with diesel and a quick cleanup after we all disembarked in Hertz yard.

All in all it was a good club event and no doubt we'll do it again in 2011. Many thanks must go to Max for piloting and navigating the bus.



Coming Events

Stockland Wendouree – Saturday March 28th is booked at Stockland Wendouree to promote our flying display and sell some raffle tickets. We will need several club members to attend – please contact Matt Porter on 0434 629 964 if you can attend or just turn up. The Boomerang kit & engine will be at Stockland Wendouree.

VPA Model Engines Trophy – 28th/29th March
Due to the fire ban imposed over the original weekend of 31st Jan/1st Feb this event has been rescheduled for the 28th/29th March which is the week before our annual display. Normal flying will not be possible that weekend but is well worth coming out to see some expert aerobatics.

Open Day – 5th April 2009

As much as we encourage visiting pilots and appreciate their assistance we can't rely on them attending – the onus is on us to put on the show. So please make sure you have a model that can fly on the day and bring out non-flying models for the static display.

Matt is working his butt off organizing the display, so please make his job that bit easier by confirming that you are available and willing to help.

Matt Porter 0434 629 964, kahnazhu@aanet.com.au

Member Roster

Gate

10:00-10:30AM	Rob Beardall, Matt Beardall
10:30-11:00AM	Tim Carter, John McLennon
11:00-11:30AM	Malcom Miles, Mervyn Quinn
11:30-12:00NOON	Wayne Goodwin, Nick Katsikaros
12:00-12:30PM	Russell Aggett, Alister Aggett
12:30- 1:00PM	Nathan Agget, Gavin Gedye
1:00- 1:30PM	David Howe, Wayne Miller
1:30- 2:00PM	David Filmer, Matt/Michael Pace
2:00- 2:30PM	Malcom Miles, Alex Katsikaros
2:30- 3:00PM	John McLennon, Nathan Katsikaros

Canteen/BBQ

10:00-11:00AM	Pam & Rick Pimblott, June Waterhouse, Jeff Dowsley, Tina Walker, Blair Porter, Peter Evans, Matt Porter, Nick Katsikaros, Tim Carter, Graeme Allen.
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11:00-12:00NOON	
12:00-1:00PM	One Chief many Indians!
1:00-2:00PM	
2:00-3:00PM	

Transmitter Pound

Hugh McCormick
Gordon Hicks Judge
Graham Waterhouse Judge
Wayne Miller Judge

Commentary

Graeme Allen, Murray Ellis, Gordon Hicks

Flight Line

Max Rowan, Matt Porter, Rick Pimblott

Swap Meet

Murri Anstis.

Background Music

Matt Beardall

Display Day Raffle – The raffle is now well underway and tickets are being sold. All members should have received a book to sell, if you haven't please see me (Roger) and I'll send you a book. First prize is a Boomerang trainer and OS 55AX engine courtesy of Roj's Hobbies and second prize is still a mystery. We are still working on it – if you have any ideas please let us know. Once again Janice Pope will be selling tickets on the day – many thanks Janice.



Event Calendar

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 25th	BRMFC General Meeting – Yendon.
Mar 28th Sat.	Display Day promotion at Stockland Wendouree.
Mar 28th/29th	VPA Model Engines Trophy – Yendon. (Rescheduled).
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	Bowlyie Large Model Scale Rally.
April 12 th -26 th	62 nd MAAA National Champs – R/C events at Cootamundra.
April 18 th /19 th	VMAA Trophy – State Field.
April 19 th	Annual Fun Fly – Echuca Moama Model Aero Club.
April 24 th -26 th	WWII & Military Scale – Wagga Wagga.
May 10 th	OS Engines Day – P&DARCS.
May 17 th	“Mid May Muster” Scale Rally – Bairnsdale & District Model Aero Club.
July 22nd	BRMFC AGM.
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.



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

Nomination form for new Committee Members for the 2009/2010 term

Position nominated	Nominated person	Nominee signature
• Vice President
• Treasurer
• Safety Officer
• Safety Officer
• Publicity Officer
• Returning Officer
• Public Officer
• Newsletter Editor
• Newsletter Sub editor
• Field Maint. Officer

Signature of member making nominations :-

Sign

Name in block letters

This nomination form is for the above mentioned office bearer positions that will become vacant at the forthcoming Annual General Meeting to be held on the **22nd July 2009** at Flying Field, Ballarat.

Should you wish to nominate a Club member, you should enter their name on the line (Nominated person) beside the position they are being nominated for, and have that person sign on the (Nominee signature) line beside. (Any form not signed by the nominee shall not be accepted).

Associated members are not eligible to either nominate persons or be nominated for positions.

You may nominate a person for one or each position or you may choose not to nominate anyone for any position.

Persons nominating anyone must be financial members of the club and persons nominated must be financial members of the club.

In order to ensure that voting forms are dispatched within the required time before the Annual General Meeting, nomination forms are required to be returned by **24th June 2009**.

You may address your return form to the receivable person:-

Mr. R. Pimblott
Back Raglan Rd.
Beaufort 3373
Vic.

Rick Pimblott
Returning Officer

A few shots from Warrnambool Open W/E – 28th Feb/1st March.



Model RC Outright Speed Records

I (Nick K.) went to the FAI and trawled the net to find the outright speed records for different types of planes. The results are listed below.

FAI Official Speed Records

Rubber Free Flight	187.68kph
Piston Motor Free Flight	238.84kph
RC Glider	239.7kph
RC Piston – straight line	343.92kph
Control line – piston engine	345kph
RC Electric – straight line	394.3kph
Control Line – pulse jet	395.64kph

(not sure how these categories are measured but I'm sure you can rely on the numbers)

RC Glider Dynamic Soaring 630kph (392mph, March 9, 2009)

Non official but well documented. Calibrated radar gun on upwind leg of a closed circuit. Many flights over 350mph.

RC Turbine

676kph (420 mph by GPS in 2003) On a dive at an airshow in Brazil. Well reported but much disputed.

Next best I could find was 574kph (357mph). Turbines can undoubtedly go fast in a straight line but the problem is keeping them in sight long enough! Military UAV drones fly at Mach 1.2.

The conclusion? Get rid of your prop – it's slowing you down!!