



BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

NEWSLETTER – April, 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 April 22nd 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. Open Day Post Mortem
2. Wind farm
3. Field Maintenance
4. Enhancing Flying Skills
5. VPA Post Mortem
6. AGM Committee Nominations

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. Open Day 5th April 2009 Sub-Committee Report

- a) Sub-Committee meeting held at Red Lion Hotel on Tuesday 9th March.
- b) Our three advertising banners were put out on Tuesday 9th March.
- c) Pilot invitation reminder sent out March 16th – final invitation to be sent out a few days before event.
- d) Member rosters have been issued and confirmations being received.
- e) Static display at Stockland Wendouree on Saturday March 28th – Nick K, Roger C, Rick & Pam P., Graeme A. to run display. If you can spend some time there please come along and lend a hand to promote display and sell a few raffle tickets.
- f) Raffle prizes are:
 - i) 1st – Boomerang Trainer kit & OS55AX motor courtesy of Roj's Hobbies
 - ii) 2nd - \$100 petrol voucher from APCO Main Rd.
- g) Road Signs – Rick and Graeme A. have two and three at home respectively. Should be another fourteen (14) in container giving a total of nineteen (19).
- h) Working bee at field on Saturday morning April 4th to set up field.
- i) Tim Carter is to bring out some cable ties for working bee on April 4th.
- j) Nick K. is taking over the running of the raffle after Stockland Wendouree.

k) Price of all soft drinks will be \$1.50 per can.

2. Wind Farm

- a) No further information has been received.
- b) Checked WestWind web site: <http://www.w-wind.com.au/> on 24th March – no further updates beyond the panel hearing in November 2008.
- c) We noticed on Sunday March 22nd that the WestWind office in Buninyong has a *for lease* sign on it.

3. Field Maintenance

- a) Max to investigate joining the runway matting – stitching, adhesive, pegging etc.
- b) Max to check again with Geoff Fiskien that it's okay to lay matting – he may shed some info on the status of the proposed Wind Farm.
- c) Glenn advised recently that his son-in-law is willing to grade the runways. The grader can also do the trench to bury edge of matting. The major cost will be transporting the grader.
- d) John McLennan to swap the two empty gas bottles. Need for VPA weekend.
- e) Max thought the last gas bottle was only connected a couple of weeks ago – maybe there's a leak. Glenn will be asked to check connections.

4. Bronze Wings

David Filmer achieved his Bronze Wings on Sunday 8th March.

5. Bus to Avalon – Post Mortem – Mar 15th 2009

Everyone at the meeting who went was happy with the way the club event unfolded.

Leaving Ballarat at 8.00AM and departing for home at 5.00PM provides sufficient time to see most exhibits at the display. It can be a pretty long day.

6. Enhancing Flying Skills – Videos

This subject has previously led to the feasibility of us holding our winter meetings in town and more particularly at the Ballarat Golf Club. Their new building is now nearing completion. Nick is to make contact again to see if it is still possible for us to hold our meeting there.

Action: Nick to contact Ballarat Golf Club.

7. VPA Model Engines Trophy – 28th/29th March

- a) Glenn and Tim to run the canteen on Saturday.
- b) Henry Hutchinson advised a few days ago that we can expect about 24 entrants.

8. AGM Committee Nominations

Rick Pimblott (Returning Officer) pointed out that the last newsletter had the nomination form for the 2009/2010 committee positions.

Rick also advised that he will not be standing for the Treasurer's position next term.



New Models seen at field

It's been a long time coming and Len Astbury has been threatening to move to Queensland as the pressure built over the test flight of Noel Findlay's Bristol Bulldog. Noel asked Len a long time ago if he would test fly the Bulldog and as you can imagine it's something that weighs heavily on your mind given the amount of work and attention to detail that Noel has put into the model. From our point of view Len, you must be extremely proud that Noel wanted you to do the test flight – it's the ultimate testament to your ability.

Anyway, the day finally came on Tuesday afternoon 24th March. The Bulldog after many years of toil was finally ready to take to the air. There were no more reasons left why it should not fly and the weather was perfect. Noel had come to the realization that if it wouldn't fly that day then it wouldn't fly and the trip to Bowylie was only a couple of weeks away.

Noel got out to the field around 3.00PM and limbered up with a couple of test flights with the LA special before tackling the Bulldog. Once the Bulldog was assembled the tank was filled and the OS200FS was started and tuned. Noel then did some taxiing to get a feel of the ground handling attributes of the Bulldog while awaiting the arrival of the test pilot and Murri Anstis, heavy model inspector.

Once they had arrived the tank was topped up and the engine started. It must be said that the OS 200FS ticks over very nicely in the Bulldog airframe with no sign of vibration. Vibration was something that Noel was concerned about given the light weight airframe – fortunately that was one concern that was crossed off the list.

The engine was now running and Len had hold of the transmitter. The moment of truth had finally arrived. The Bulldog was taken out to the flight line and Len also did a bit of taxiing to get a feel for how it handled. What little

wind there was, was coming from the north/west (northerly winds don't matter now that the plantation is gone) so the Bulldog was taxied to the eastern end of the runway and turned into wind. Len then with a look of determination opened the throttle and the Bulldog roared into life heading down the runway. The tail lifted and Len kept it on the runway to make sure it had plenty of speed up before gently pulling back on the elevator. The Bulldog departed mother earth and climbed out gently. (When I saw it accelerating down the runway tracking straight I was pretty confident that it would be okay.)

Len flew the Bulldog around for about 5 minutes but then it became apparent that the motor had lost its top end power making it necessary to line up for a quick landing. Len had to do a couple of tight turns to get onto finals and managed to bring the Bulldog in for a fairly smooth landing. At that moment everyone there breathed a sigh of relief. A job well done, Len & Noel.



Len Astbury and Noel Findlay moments after the Bulldog's maiden flight. Seems all smiles now – an enormous amount of apprehension off the shoulders once you know a new model flies.

After a cup of coffee to settle the nerves (something stronger would have been nicer) Noel filled the tank again and rechecked the tuning of the motor – maybe a couple of clicks richer to prevent the power loss. It's still a very new motor and tightly cowled which could be causing some overheating. It was now time for Noel to get on the horse. The Bulldog was again taxied out to the runway this time with Noel at the controls. The throttle was opened but Noel wasn't able to keep it tracking quite as straight as Len but still managed a reasonable take off. After about 8 minutes in the air Noel was getting the hang of the Bulldog and said it wasn't all that different to the Gypsy Moth. This time the engine ran okay cruising around on about 2/3 throttle.

After a takeoff, there's always the landing waiting for you. Noel now knew it was time to land and brought the Gypsy in from the Spreadeagle Road end. The approach and touchdown were text book but with the bit of crosswind it lifted the right wing (we think largely caused by the soft sprung U/C which has now been stiffened) to the point where the left wing tip scraped the runway finally causing the Bulldog to finish up with its nose on the

runway. Luckily it didn't damage the dummy engine which was both a surprise and relief to Noel.

Noel realizes he's got a few minor things to sort out before it can be entered in competitions but we're confident Noel will get on top of those issues in no time.

The latest issue of Airborne magazine (No: 225) has the Bulldog on the front cover and an in depth construction article inside.



Crash Report

Don't have any specific details this month so will hold over until the next newsletter.



Tips & Tricks

I (Roger) took my old P39 Airacobra out to the field on Sunday 19th March for a check flight prior to going to the Wagga Military Event over the Anzac Weekend.

The tank was filled, engine was started and while it was warming up I noticed some neat fuel down the side of the model. Max was holding on and I said to Max that I'll wipe it off with a rag and didn't think much more about it.

The P39 took off normally flew around for about 8 minutes and landed without incident and taxied back to the pits – everything normal. However when I went to de-fuel prior to packing up there wasn't much fuel left in the tank which was both a surprise and a concern and I said to myself you'd better look at it before going to Wagga.

Later that afternoon I took the engine/tank cover off and found fuel everywhere around the tank. Fortunately the tank compartment is fuel proofed and external to the fuselage. Upon closer examination the tank stopper had come loose and was spewing fuel out. I guess the rubber bung had lost its grip somewhat. The tank was fitted back in 2003.

The moral of this story is: **“if you suspect something is wrong there most likely is”**. Don't ignore warnings!

With that fuel leak the P39 definitely wouldn't have got through the flight schedule at Wagga.



Events

Stockland Wendouree – 28th March

To promote our annual display and sell a few raffle tickets the club ran a static display at Stockland Wendouree on Saturday 28th March. Events such as this enable us to promote our sport/hobby to the general public. Nick and I (Roger) arrived around 8:30AM and immediately had to chase up the security guard because the tables they supply were nowhere to be seen. Once that was sorted out we brought in our models and the raffle prize and set up the display.



Our display at Stockland Wendouree with the Raffle prize donated by Roj's Hobbies prominently at the front. Al looks to be in a happy mood – I wonder what he's looking at!

During the day Graeme Allen, Rick & Pam Pimblott and Graeme Waterhouse manned (womaned) the display. For some reason it wasn't particularly busy at the shopping centre that day but overall we did okay. It was perfect weather and I've noticed that crowds are bigger at the shopping centre when the weather is lousy. All the display flyers were handed out and we sold 74 raffle tickets for the Boomerang Trainer package.



Nick, Pam, Graham Waterhouse and Graeme Allen hidden with Nick's Boomerang & Roger's Shoestring on display.

To support the display Nick had his laptop running all day showing video footage of flying activities at our field.



Roger is pointing out some finer details of our display to an interested passerby.

It gets a bit tiring standing around all day – don't know how shop assistants do it. By 3.00PM we'd had enough and packed up the display in the belief that the event had been quite successful.



Looks like Nick's done a good sales pitch here and Pam is depositing the raffle money in the tin.

Victorian Pattern Association Model Engines Trophy – 28th/29th March

After this event was cancelled on 31st January/1st February due to a total fire ban the association was blessed with perfect conditions over the rescheduled weekend. (As it turns out we should've run our display that weekend!!!).

Glenn and Tim ran the canteen on Saturday while several other members were occupied with the display at Stockland Wendouree. We had a bigger club involvement on the Sunday with a lot more members present.

We don't have to do anything other than make sure the field is prepared and run the canteen. The VPA run the event themselves. Each category within the competition judges the other so they don't have to find special judges.



Al drew the short straw and got the job of cutting up the onions on Sunday morning.

Henry Hutchinson is the contest director and runs a pretty tight ship. There were 18 entries and they all flew six rounds each, so that's a fair bit of flying.

To my knowledge there weren't any major mishaps. One lucky escape that comes to mind is Brian Green's electric model that made an uncontrolled forced landing when the battery dislodged and disconnected during a high G maneuver. You wouldn't get away with only minor undercarriage damage too often when something like that happens. The model did a gentle descending circle by itself and landed heavier than normal in the outfield.

As usual we supplied a Bacon & egg sandwich breakfast on the Sunday morning.



David Carkeek and his wife brought their caravan for the two nights. They were the official "security" over the weekend!

David Carkeek and his wife camped at the field in their caravan and were officially the overnight security service.

I (Roger) managed to catch up with an old friend Norm Morrish from the P&DARCS club whom I haven't seen for over 25 years. No doubt we've both changed a bit in that time. When I arrived at the field on Sunday morning I was confronted with "where's the G string" from Glenn. Norm had been spilling the beans about something that occurred at my "bucks turn" back in 1982. Anyway that's another story – we won't go there.

With the excellent weather conditions Henry managed to get through all the rounds with plenty of time to spare. Once the flying was finished and the scores tallied the presentations were made around 3.00PM. See the results further on.



The certificate of appreciation presented to the club by the VPA is now hanging proudly on the wall in the kitchen.

To show their appreciation the VPA presented BRMRC with a Certificate of Appreciation in recognition of our ongoing support for the Model Engines Trophy.

By the time everyone packed up and departed it must have been around 4:30PM. I'm sure the VPA will be back again next year to strut their stuff.

Cyclists:
Murri Anstis mentioned an important point last weekend. Always be on the lookout for cyclists when driving out to the field.
There seems to be more and more cycling events held in the area these days and unfortunately many tend to ride 2 & 3 abreast which can lead to dangerous situations.



Not sure what the significance of this group photo is but it shows off some of the competitors and their aircraft.



Here are the winners posing for the camera after the presentations were made.



As you can see the weather was perfect. The field is so different now that the plantations have been harvested.



Some of our members enjoying a bite to eat on Sunday.

Results of the Model Engines Trophy:

Sportsman

1 st	Steve Dawbin	4863.91
2 nd	Will Crossman	3829.69

Advanced

1 st	Dennis Travassaros	4950.83
2 nd	Norm Morrish	4945.90
3 rd	Bob Hurst	4873.86
4 th	Peter Newman	4573.46
5 th	David Nugent	4290.17
6 th	Brian Green	3996.90

Expert

1 st	James Nugent	5000.00
2 nd	Gavin Wallis	4718.08
3 rd	Peter Hill	4619.67
4 th	Henry Hutchinson	4355.27
5 th	David Carkeek	4304.01
6 th	Rob Clarke	4006.54

F3A

1 st	Glenn Orchard	5000.00
2 nd	Paul Dart	4576.49
3 rd	Fernando Monge	4229.72
4 th	Lionel Connell	4228.87

BRMFC Open Day – 5th April – By Matt Porter

After the success of last year’s *ripper* event we were hoping that this year would yield some more top weather conditions and exhilarating model aircraft action. With those expectations in mind I am a little sad to report that the Gods were not so kind to us this year as the weather was fairly ordinary and this kept the models out of the sky for some periods throughout the day.

In spite of the bad weather conditions there was a strong contingent of pilots from all over the place including eleven pilots from Geelong. Of course our regular entries from Bacchus Marsh, Greensborough, Doncaster, Croydon and Latrobe Valley clubs were back to show their support yet again, as well as pilots from other clubs that I’m sure I have forgotten (sorry). With seven of our own BRMFC pilots the total amount of registered pilots was twenty eight who put on a great show for the crowd. I must take this opportunity to thank all of the pilots who flew on the day and also displayed their static models as without your support the event would not be as appealing for the spectators.



Russell Aggett’s Skyraider taking off. I believe it came to grief on this or another takeoff when the engine failed.

The bad weather did not appear to deter spectators from attending the event and we managed to attract around 250 visitors between 10am and 2pm with a few others showing up a little earlier that were not recorded. A few passing showers saw little action in the air at times and spectators

trying to find cover wherever they could, but when flying was permissible the crowd was not disappointed with the show that the guys put on for them. There were a few spectacular crashes that are always a crowd pleaser (as bad as that sounds it is true) and a couple of models looked as though they would take up far less room in the car on the ride home than they did on the trip out to the field.



Unfortunately I don't have any details on this model. If someone can assist we'll reprint in the next newsletter.

The catering crew kept the canteen ticking over all day with what seemed to be a pretty constant stream of people trying to get something warm in their tummy. Pam and Rick the ever diligent catering gurus, judged the food quantities to a tee and we did not run short of food before the end of the day, nor did we have copious amounts of food left over either. As always a tidy little profit was made from the canteen and I sincerely thank those who helped out with the food preparation and sales throughout the day.



Graeme and Matt having a well earned break. Most photos I get of A1 (aka Graeme) he's sticking something in his mouth!

At around 2:00pm the rain reared its ugly head again and appeared to set in which more or less put an abrupt end to the event as it prompted many of visiting the pilots to pack up their models and head for home. This caught us a little off guard because at this stage we had not yet performed any of the judging for the pilot trophy categories and no spot prizes had been given to any pilots.



I can see the remains of Nick's Hawk in the background. Nick said he was doing a spit 'S' at (I think) the Spredaeagle Road end of the field and on the pull out of the half loop it high speed stalled and snap rolled in. The model in the foreground looks like Rob Hutchings' glider tug that was at our field a couple of year's ago.



Rick Pimblott's Aeronca powered by an OS Sirius 50cc 5 cylinder radial engine.



Peter Evans' Tucano on a low pass over the field.



The weather certainly looks rather inclement. What a pity it wasn't like the previous weekend.

Soon after this last bout of rain had finally cleared and whilst the judges were running around trying to decide upon worthy recipients for the pilot trophies the raffle was drawn. The eager punters who had waited to see the draw lined the fences and were no doubt a little disappointed when their names were not called out. Two people who were indeed happy with the result were a lovely lady from Alfredton named Flory who won the first prize of the Boomerang trainer and the O.S. 55AX motor kindly donated by Roj's Hobbies and Lance Farnsworth from Avoca whose name was drawn out second for the \$100 fuel voucher donated by Tom Molan, proprietor of APCO in Main Road Ballarat. Thanks to all of those who sold tickets for the raffle and a BIG thank you to Janice and Tracey who braved the cold weather to sell a heap more on the day.



Gary Sunderland's, Royal Aircraft Factory FE-8. Model won Best Military category.

Once the judges were finally able to complete their rounds and after much deliberation we were able to award the winning pilots their trophies so that they too could get into the warmth of their cars and hit the road.

The results are as follows:

- Best Military:** Gary Sunderland, Royal Aircraft Factory FE-8.
- Best Flying Display:** Mal Craig, Ultimate Bipe.
- Best Civilian:** Luke Penna, Piper Pawnee.
- Best Static:** Russell Aggett, P51 Mustang.
- Pilots Choice:** Mike Faulkner, Victa Airtourer (Static)

By about 3:00pm, pretty much straight after the raffle was drawn and pilot trophies were awarded, everyone who was left had just about had enough of the cold wet weather and packed up and headed home themselves. This left us the task of cleaning up and putting everything away which was done very swiftly by our devoted members and we were soon sitting down to have a cold beer and pondering the day that was.

I would like to thank all of those who contributed to the event, especially the BRMFC members, partners and children who helped to organise, setup, pack up and keep things running smoothly on the day. Hopefully next year we will get some better weather and have another great day.

Bowlylie 2009 – By Glenn

Hard to believe another year has gone by, originally proposed to be a bi-annual event the Bowlylie Scale Rally was run again this year. I would imagine it was because it was so successful last year putting thousands of dollars into the local charities.

Noel, Roger and I (Glenn) made the long trip up there, leaving Ballarat at 6.00am, we arrived at the Bowlylie property near Gundaroo just after 4.00pm. We were too late to register but had a chance to see where our pit numbers were and some of the other models.



The Ballarat contingent – Roger, Glenn and Noel.

Things got underway at 9.00am on Saturday with the customary pilots briefing. The pound was run a little differently this time, if your frequency was available your key was placed in the board and the time of day was noted on the plastic cover that retains the keys over your frequency, you were allowed half an hour.

Unfortunately our host Dick Smith was unable to be there due to ill health.

Noel took his Bristol Bulldog, Roger his Super Stearman and I my Cessna 195. The weather conditions were near perfect sunshine and a light breeze on the Saturday, but Sunday the only problem was the breeze was 90 degrees to the runway. We watched several pilots take off, the combination of the hard surface and the cross wind caught most of them out with their models veering savagely into wind. It's alright saying all you need to do is use the rudder it "ain't" that easy.



The AT6 Texan that won Pilot's Choice. Another truly magnificent model.



A 35% scale Cessna 182 powered by a 150cc petrol engine. The owners of this model were staying in the cabin next to us at the Eaglehawk Holiday Park and were from the P&DARCS club in Melbourne.

I don't think any of us were keen to give it ago especially Noel as he had only had one flight with the Bristol (there is nothing like being well prepared for events like this!!).

Roger was the first to get his radio out, now you all know Roger is usually Mr. Cool well not this day. We made our way to the flight line, gave our pilots number and waited to be told we could start the motor. Remember you only have half an hour; the Stearman has a OS FS200 motor and up to date it has been no problem but today Roger couldn't get it to draw fuel. After several attempts I put my finger over the exhaust and this did the trick the motor was now ready to fire. The glow lead was plugged in, two or three more goes with the starter before it was noticed the glow indicator was indicating no glow, the battery terminal wasn't connected. The offending terminal was fixed and the meter was now showing a strong glow the only problem now was that with all the extra turns of the starter the motor was flooded. There was a loud bang from the motor and a soft obscenity from Roger as the prop came loose. With time ticking away the spinner was removed and the prop tightened (what else could go wrong?). Everything was checked again all was good, the motor started first spin surprising Roger causing him to let go of the starter motor which of course fell into the prop, the obscenities from Roger got louder as he now had a one bladed prop. Not giving up he made a mad dash back to the display area and returned with another prop. With the new prop fitted the motor fire up with no problems and we were ready to go. When cleared by the flight line attendant Roger taxied out to the centre line of the runway, you would think that after all the trouble getting there he would do a good takeoff but alas no, it was a shocker, all over the place. Once in the air things settled down and he had a good flight however it finished with a rather rough landing causing to steerable tail wheel to snap off. *Now that was almost true Glenn – the takeoff and landing on my first flight were good what you described was the second flight which unfortunately was the case. Isn't it good being the editor – you get the last say!!!*

Noel was the next of us to have a go. Most of you have seen his Bristol Bulldog and know what a beautiful model it is and can imagine the hours that he must have put into it, I'm glad it wasn't me that had to fly it. There were no problems starting the motor and we were cleared for takeoff. I carried the model out and lined it up with the

centre line but as with Roger when the power was applied the Bristol had a mind of its own. It didn't like being on the bitumen, first one wingtip scraped the runway and then the other and then it veered left off the runway onto the grass but by now it was at flying speed. Once in the air there were no problems with the exception of keeping out of the way of the other five planes in the air at the same time. All was well until the landing; the approach was fine although a little fast. The touchdown was fine but as the bulldog rolled out we had the scraping wingtips again ending up with the model running off the side of the runway and tipping over onto its back. Thankfully very little damage was done other than to Noels pride.



When there's another 5 or 6 models in the air you have to concentrate 100% on your own model.

My turn was next with the Cessna; it's about this time that you wish you had done a bit more practice. I have always had problems keeping it straight even dead into wind, never mind a 90 degree cross wind. I taxied out to the centre line, gently opened the throttle and away she went. No one was more surprised than me to see it go straight down the runway and do a nice lift off. I don't know why we do it; it's nerve racking with so many large models all around you. We were only allowed a small portion of sky as we were not allowed fly over the adjacent road less than a couple of hundred meters away. The Cessna takes up a lot of sky and I had trouble keeping it from flying over the pit area at one end of the circuit. Several circuits were flown before I requested a landing; I lined it up (shaking like a leaf) planning to come in with a little speed but got it wrong again as usual, she got too slow but in exactly the right spot it stalled onto the grass at the side of the runway and with one small hope was running on the tarmac. What a relief!

Saturday was by far the best day as the wind picked up on the Sunday and still from the same direction. Noel and I didn't push our luck and didn't fly anymore. Roger made temporary repairs to his Stearman (replaced missing tail wheel with a fixed skid) now he had an excuse for his poor take offs and landings.

There were about six turbines there, they put on a good display unfortunately one of them an electric turbine went in and was destroyed first thing Saturday morning.



The F22 Raptor put on a very impressive display throughout the weekend. I think it won best flying display.

Tony Farnam flew the big A.R.F. Liberator; he had problems landing it on the Sunday. His first approach was too high so he did a go around, the second time it just wouldn't come down it stayed about two meters above the runway and flew on and on and on, over the end of the runway it landed in the grass only to bounce up into a barbed wire fence. Surprisingly only minor damage was done to the nose (see photo).



Tony Farnans big Liberator suffered nose damage when it overshot the runway and ran into a fence.



Tony Curzon's Bristol M1 and Noel Findlay's Bristol Bulldog. Tony did some U/C damage to the M1 late on Sunday when it failed to pull out of a loop by about a foot. The M1 flies extremely well.

Tony Curzon had the misfortune to commence a loop too low ripping off the undercarriage on his Bristol M1 monoplane, he had his radio set on "low" rates and didn't have enough elevator.

Considering all the models there and all the flights there were very few incidents. One interesting one was with a large petrol engined model whilst at full speed it threw the prop, the model was landed and incredibly the motor was still running. It makes you think what could happen if it had been on the ground with people standing around. Both blades had let go where the six retention bolts went through the hub (see photo).



The propeller blades broke off at the hub in flight while the motor kept running – not much thrust though! This is another reminder of why we mustn't stand in line with spinning props.

We didn't win any trophies this year but I was lucky enough to win a motor and Noel an A.R.F model. All in all we had a good rally; we got to take our models home in one piece. It was all over by 2.00pm, so we were able to spend the rest of the afternoon visiting the war museum, a nice way to cap off a great weekend.

When I get a chance I'll post some more photos on our web site under Photo Gallery. Ed.



Event Calendar

April 5th	BRMFC Annual Display Day.
April 4 th /5 th	Bowlye 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 3 rd	VFSAA Competition – Lilydale.
May 16 th /17 th	Autumn Scale Rally – Albury.
May 17 th	OS Engines Day – P&DARCS.
May 17 th	“Mid May Muster” Scale Rally – Bairnsdale & District Model Aero Club.
June 6 th /7 th	VFSAA Trophy – Shepparton.
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.