



# BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: [www.startek.com.au/brmfc](http://www.startek.com.au/brmfc)

Inc. No. A0001288M

## NEWSLETTER – November, 2009

### Committee 2009/2010

<i>President:</i>	Matt Porter	(0466 148 637)	<i>Public Officer:</i>	Roger Carrigg	
<i>Vice President:</i>	Jeff Dowsley	(0427 565 791)	<i>Safety Officers:</i>	Noel Findlay	(0412 801 287)
<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)		Graeme Allen	(0418 534 983)
<i>Secretary:</i>	Roger Carrigg	(0437 842 277)	<i>Newsletter Editors:</i>	Roger Carrigg	
<i>Publicity Officer:</i>	Matt Porter			Glenn White	(0412 641 188)
<i>Returning Officer:</i>	Roger Carrigg		<i>Field Maintenance:</i>	Max Rowan	(0409 011 160)

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

The next meeting of BRMFC is to be held out at the flying field on Wednesday June 28<sup>th</sup> 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.

**\*\*\* Xmas Breakup Party Wednesday December 16<sup>th</sup> at Atlantic Hotel Skipton Street \*\*\***

### Agenda Items for the next meeting

1. Wind Farm
2. Event Planning
3. Field Maintenance
4. Domain Name Registration
5. Sausage Sizzle – Bunnings 26<sup>th</sup> December
6. Annual Display 2010
7. Xmas Party

### 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

Secretary checked WestWind web site: <http://www.w-wind.com.au/> on 28<sup>th</sup> October – Last updated on 16<sup>th</sup> October. No information relating to Lal Lal Wind Farm.

Rob Beardall (club member, adjacent landowner and power distribution company employee) pointed out that the Mt. Mercer wind farm has to be up and running before the Lal Lal project can start and they are still sourcing finance. On that basis Rob thought that we still have a few years yet.

Geoff Fiskien came out to the field a couple of weeks ago to ask for a gate key now that his canola crop restricts access to our paddock from his residence. He mentioned that the tower in the paddock on the other side of Yendon-Egerton Road is measuring wind power to see if the towers can be lowered from 85m to 65m.

#### 2. ARF Scale Competition – Post Mortem

The President thanked all who helped out on both days. Saturday was spent tidying up the field and cutting the grass a little closer than normal in this high growth period. 1<sup>st</sup> place went to Noel Whitehead from Melbourne while Ballarat members got 2<sup>nd</sup> and 3<sup>rd</sup> places. (A full report will be in the next newsletter). Unfortunately we only managed 8 contestants down no doubt due to the windy conditions which were also forecast days in advance. However there were a lot of people in attendance – Richard Turner noted that he counted 30 cars in the car park at one stage.

The future of the event was on the agenda for discussion. After a few ideas were tossed around including a club sponsored encouragement award, Nick K. summarized our options as follows:

- a) Leave as is.
- b) Offer the event slot to the VFSAA (Victorian Flying Scale Aircraft Association) as a competition round.
- c) Convert event to an in-house only event.
- d) Offer the event slot to the VFSAA as a competition round and add an in-house only event.
- e) Scrap the event altogether.

It was decided to leave a decision to a future meeting to give members time to digest the alternatives.

The Secretary advised the meeting that the VFSAA has asked BRMFC to host round one of Sport Scale on **7<sup>th</sup> February 2010**. In effect the day would be much the same as our ARF event last Sunday except that it consists of both Scale (where Builder of the Model rule applies) and ARF competitions and it is run and promoted by the VFSAA. The meeting agreed that we should host this event.

*Action: Secretary to notify the VFSAA that we will host round one on **7<sup>th</sup> February 2010**. (Done)*

#### 3. Field Maintenance

Max Rowan stated the following:

- a) Held a working bee last weekend to clean up the field in preparation for the ARF Scale event.

- b) Took the opportunity while plenty of helpers were on hand to lay a section of left over matting on the north/south runway. This was dug in at each end and pegged along the sides. Pegs were made beforehand from steel rod purchased through our G. Gay & Co account.
- c) Need a few more restraints for small models.
- d) Grant James has been asked to look after the gas bottle exchange.

The President thanked Murri Anstis for constructing the two new treated pine table/seats.

The Secretary posted a cheque for \$224.99 on Tuesday to Ozzie Traders in Bacchus Marsh as payment for another 200L drum (#5) of methanol. Max asked for assistance in transporting it from Bacchus Marsh to our field. John McLennan, Richard Turner and Rob Beardall said that they could help. Max is to liaise with the members offering assistance to arrange transport of the methanol to field.

*Action: Max is to liaise with the members offering assistance to arrange transport of methanol to field.*

Stop Press! Rob Beardall picked up the methanol Thursday afternoon.

Matt Porter advised that he has container key #1. Seven of the original eight (8) keys are now accounted for. Only key #3 is missing.

Since the recent reallocation of container keys Key #8 is now spare and the president asked if any member would like to be a custodian – someone who is prepared to come out to field and do some mowing when required. Richard Turner volunteered and said he would be able to early next year.

This is the container key allocation as it now stands:

Key #1 – Matt Porter  
 Key #2 – Mat Werner  
 Key #3 – (Missing)  
 Key #4 – Graham Waterhouse  
 Key #5 – Roger Carrigg  
 Key #6 – Max Rowan  
 Key #7 – Rob Beardall  
 Key #8 – (Spare) – soon to be Richard Turner

*Action: Secretary is to update container key register. (Done).*

#### 4. Domain Name Registration

Still on the todo list.

#### 5. Sausage Sizzle – Bunnings 26<sup>th</sup> December 2009

Secretary emailed duty roster today (28<sup>th</sup> October) to all members. Please advise by return email if you are able/unable to assist or indicate your preferred time.

A revised duty roster will be sent out shortly.

Council Food Permit required.

*Action: Secretary is to apply for council food permit.*

#### 6. Discuss Meeting Venue

We held the September meeting at the Blackhill Hotel in their function room and were supplied supper at a cost of \$30 which the club paid for.

It was decided at the September meeting we would vote on the proposal at this meeting to hold meetings at the BlackHill Hotel on the 4<sup>th</sup> Wednesday of **May** through to **September** 2010 (5 times – The winter non daylight saving months) and for the club to pay for supper at a cost of around \$30.

The meeting voted almost unanimously in support of the proposal.

*Action: Glenn White to book the Blackhill Hotel function room on the 4<sup>th</sup> Wednesday of **May** through to **September** 2010 (5 times).*

#### 7. Annual Display 2010

- a) The VMAA public display permit application was sent off on 2<sup>nd</sup> October.
- b) Secretary sent off Council permit application on 1<sup>st</sup> October to erect advertising banners for the four week period leading up to the event. Community event signage bookings are now handled by BRI. No acknowledgement so far, will follow up shortly.
- c) Display sub-committee was appointed: Jeff Dowsley, Max Rowan, Matt Porter & Rob Beardall. *Action: Secretary to send display planner to sub-committee. (Done)*
- d) Apply for Moorabool Shire food permit.
- e) *John McLennan pointed out at the last meeting that we need a drum to roll up the bunting. Matt said he may be able to chase up a cable drum. Apparently a drum of some kind has been sourced by someone.*
- f) The acquisition of three extra advertising banners still needs to be actioned.
- g) Some extra sandwich board road signs would be handy. Rob Beardall mentioned using coreflute signs to temporarily hang on existing road signs (probably illegal although many groups do it).
- h) Max R. pointed out that his “Big Willy” lolly dropper is about at the end of its road. Matt P. said that he is going look into getting a 50cc lolly dropper going for the event.

#### 8. VPA Model Engines Trophy

Henry Hutchinson from the VPA (Victorian Pattern Association) originally requested the weekend of 27<sup>th</sup>/28 March 2010 to hold the VPA Model Engines Trophy. We had to decline that date and offered the weekends of 20<sup>th</sup>/21<sup>st</sup> Feb, 27<sup>th</sup>/28<sup>th</sup> Feb, 6<sup>th</sup>/7<sup>th</sup> Mar and 13<sup>th</sup>/14<sup>th</sup> Mar. The VPA has chosen 13<sup>th</sup>/14<sup>th</sup> March 2010. The meeting was asked if there were any objections to the club hosting the VPA on that weekend which is two weeks before our open day. There were no objections.

One proviso, there would need to be 20-25 entries to tie up the field for two days. Should there only be say 12 entries

(a number that can be handled in one day) then it would have to be a one day event (Saturday 27<sup>th</sup> March)

**Action:** Secretary to notify the VPA that we will host the Model Engines Trophy on the weekend of 27<sup>th</sup>/28<sup>th</sup> March 2010 with the caveat. (Done)

### 9. Xmas Party/Raffle

Need to set a date and venue. (Last year was at Blackhill Hotel on Wed 17<sup>th</sup> December 2008)

That would make it **Wed 16<sup>th</sup> December 2009**. Everyone seemed happy with that date. Fridays and Saturdays generally make it difficult with members other commitments and probably getting a booking.

The option of a BBQ held at the field or some other location was canvassed but if it's going to be held mid week then it was acknowledged that a sit down meal would be more appropriate.

Venues such as the Buninyong Golf Club, Red Lion Hotel, Eureka Hotel, Barkley's Restaurant and the Park Hotel were mentioned.

Nick K. offered to do a ring around the venues mentioned and see what he can arrange.

**Raffle:** Last year we had a Xmas hamper with a clothes basket for container and it was drawn at the Xmas party. (Previously we had a wheel barrow when we had Malcolm/Veronikas shop to display it.)

The hamper was organized by Glenn's wife Judy and members also donated some Xmas items.

Need to get tickets under way by late November. Last year we sold 360 \$1 tickets and made a profit of \$245.

**Action:** Nick K. to ring around venues to make a booking.

**Action:** Secretary to ask Glenn W. about organizing Xmas Hamper and print raffle tickets.



## New Member

David Munday joined our club recently and his membership was officially confirmed at our October meeting. David is also a member of the Bendigo club and moved to Buninyong some time ago from Castlemaine. He goes to Bendigo on Fridays on a regular basis to catch up with old friends. David has a friend at Castlemaine who loves to build models and had several examples out at the field a few weeks ago.

We hope to see David at the field and wish him all the best in his modelling endeavours.



## Bronze Wings

Our President Matt Porter presented Allister Aggett with his Bronze Wings on Sunday 8<sup>th</sup> November at the field. We rounded up all the members into the shed for the presentation. Allister passed the flight test on Sunday 4<sup>th</sup>

October. His flying ability has taken off (pardon the pun) recently.



Allister Aggett is being presented with his Bronze Wings accreditation certificate & wings by Matt Porter.

## New Models seen at field

When I pulled up to the field on Sunday morning 8<sup>th</sup> November there was a Spitfire flying around quite impressively which attracted my attention. Looking along the flight line I could see that Gavin Gedye was the pilot.



Gavin Gedye with his recently finished Spitfire.

Not sure of all the details but Gavin builds all his own models from scratch or published plans. The Spitty is fitted with a two stroke motor in the 60-90 size range giving it good scale like performance. It certainly pulls through the vertical manoeuvres with plenty of authority.



Snapped this shot of Gavin's Spitfire on takeoff.



## Crash Report

While a number of us went to the Ararat fun fly on 1<sup>st</sup> November, John McLennan was on the loose and got into some trouble with his Boomerang back at our field. On takeoff with Murri at his side the Boomerang got into difficulty and stalled. Murri was alarmed that the Boomerang may fly into the pits so reached over and pushed down elevator resulting in a heavy impact causing major damage. At this stage we are unsure if it will be repaired.

Russell Aggett broke the news at John's BBQ (also on Sunday 1<sup>st</sup> November) that he crashed his big P51 Mustang caused by the battery pack lead coming apart in flight. Russell said it was repairable but it will take some time. I was saddened when Russell divulged his bad news knowing that it was an impressive model. Let's hope he can get it repaired and back in the air in the not too distant future.

I (Roger) had a heavy landing at Ararat with my old Cessna 182 on the second flight after the engine failed on a low slow pass over the field. The OS120FS failed to pick up as the Cessna passed over the field and stopped a few seconds later. It was too low to attempt a 180 degree turn so the safe option of landing straight ahead was attempted. The touchdown was fairly smooth but the ground was rough in the outfield causing it to slew around to the right bending the left hand main U/C and damaging the spat. This is only the second time it has stopped in a 170 flights and the first was only two flights ago down at the OS day held at P&DARCS back in May. I suspect it may be time for a new plug – more expense!!! Looking back, there was a strange occurrence that day. It would not start with the battery in my flight box which started the Magnum 80FS in the Shoestring without any problems. I had to use the new battery in my portable starter box. Maybe there is something wrong with the plug seeing as it needed the extra punch from the newer battery even though it looks okay. I'll put a new one in to be on the safe side.

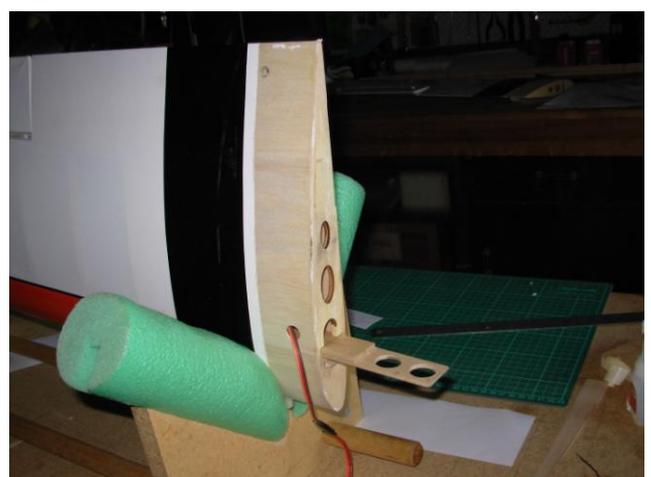
On the weekend of 8<sup>th</sup> November David Filmer under Max's guidance was giving his daughter Mary a fly of his high wing trainer. Everything was going fine for a while until Mary lost orientation – the model started heading for terra firma Max grabbed the transmitter moments before it went into the canola crop a long way from the field. David headed off into the canola to retrieve the model. It took quite a while to find it. In fact it was right over near the other side of the crop meaning it would have been easier to drive around and walk in from the other side. Fortunately the model wasn't badly damaged and David said it will be easily repaired.

During the ARF Scale event on 25<sup>th</sup> October when I (Roger) finished the last flight, I had an incident with my Great Planes Super Stearman. After coming to rest on landing it ground looped and flipped over just as the throttle was applied to taxi back to the pits. According to the weather web site the wind was gusting up to 60 km/h around 1:30PM at the airport so no doubt it was much the same at our field. With the prop wash and a sudden gust of wind it took me by surprise and lifted the right wing and over it went on to its back. There was a crack and upon

examination it had broken the top rudder hinge – no other damage was evident. I pushed it back to the pits ready to pack up later on and didn't think much more about it.

When it came to disassembly I removed the inter plane struts as usual and the bottom wing dropped about an inch. As quick as a flash I realized something was wrong!!! It had broken the bottom wing joiner but the top wing was okay. It must have flexed sufficiently. The crack we heard wasn't the rudder hinge but the wing brace. Just as well it did break the rudder hinge otherwise it could have been flown again – the broken wing brace was not obvious. A new deeper and stronger brace has since been made and fitted along with a fibre glass bandage to beef it up. The original brace had two layers of 1/8" three ply, one of them had two of the laminations running vertical. The depth has been increased from 22mm to 28mm and constructed from 4mm six ply (the strong stuff) doubled at the centre. The wings were laid out on the bench with the correct dihedral according to the assembly instructions. Dimensions were taken and the new brace was drawn up in AutoCAD to get the correct angle.

It should be flying again shortly.



*New brace had to be slotted into root ribs alongside the original spar joiner box.*



## Tips & Tricks

### Battery Fire Awareness

Recently a small light weight electric profile 3D aerobatic model got out of control and went in vertically from about 30 feet. It didn't do a great deal of damage to the airframe other than breaking away the motor mounting section and also snapping the motor shaft. However it was a different story for the 1800mAh batteries. Being a profile model they were strapped on to the side of the fuselage and went straight into the hard ground causing the cells to compress and short out internally. The result was the cells effectively caught on fire emitting a cloud of smoke (See the photo below). The main concern here is the risk of starting a bush fire if it happened out in the paddock some distance away that would take too long to get to before a fire took hold. (From little fires big fires grow!)



*The battery has burst its seam where it compressed. There is plenty of padding on sides but not in direction of flight.*

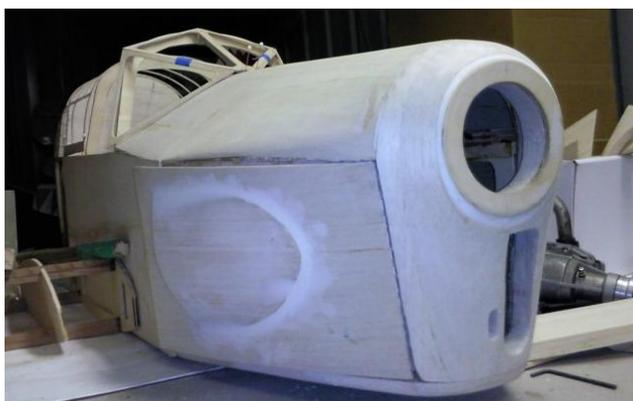
I've had no experience with electrics but from what I saw the batteries need to be protected from crash damage. When they are installed inside a fuselage there is some impact absorption especially if there is a layer of foam forward of the battery pack. Unfortunately when they are in a profile model the batteries are fully exposed.

The purpose of this article is to reinforce the need to be aware of the dangers posed by these high capacity batteries. Over the years I've seen lots of crashes involving gas engines without fire, but in recent times I've seen several electric models smoking after a crash.

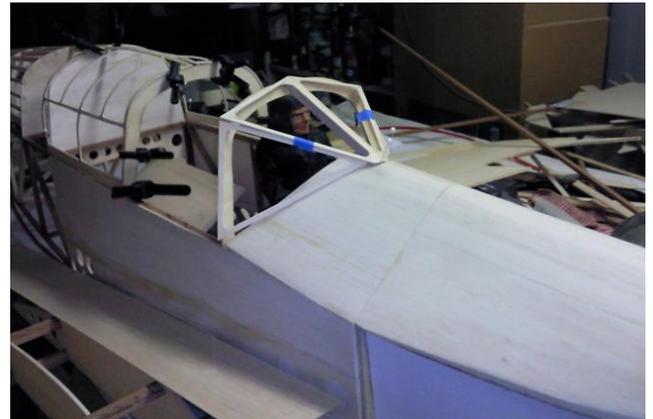


## New Projects

Update on the Comper Mouse by Glenn White.



After a short holiday it was time to get back to the workshop. Things had progressed nicely up until now but trying to work out the mechanics of the sliding canopy proved to be difficult. Not helping matters is the fact that the 3 view showing the windshield is defiantly wrong it shows three sections and there should be four To start of with I drew the canopy out on thick card with the idea of transposing the outline onto a sheet of 1/16th ply, this was a waste of time as I found it was easier to plot the frame outline directly onto the ply and then get to work with the scroll saw. I think I now have the fixed part under control and have an idea I want to try for the sliding part.



I really got bogged down with the canopy it took two weeks with not much to show other than a large pile of scrap ply and used drawing paper. Sometimes you just have to walk away and give it a rest.



The two large opening sides of the cowl proved to be easier than I had thought. The Mouse is unusual in the fact that the hinge line is at the front. I sandwiched a row of 1/4 scale hinges between two sheets of 1/16th balsa. The pins were removed from the hinges and one piece of wire was threaded through all of them allowing the door to be easily removed if necessary. The balsa was glued with white glue, the outside sprayed with water and the inside doped. Whilst still wet the door was placed in position and held with rubber bands until completely dry, the air vents were then added. See photos.

*Glenn's doing a really good job on this model – let's hope it's a success.*



### Our new scale builder

*John McLennan has given us some more info on his scale building.*

I proudly took the near completed Fairchild to the flying field a month or so ago and was more than chuffed by the positive comments and helpful suggestions from members. So I made a few changes and improvements and cranked up the motor (OS 70 4 stroke) to run it in. To my horror some of the soldered joints I was so proud of parted company - thank the lucky stars the model was firmly fixed to a workbench at the time and not on a test flight.

Noel had suggested that a fanatical modeller should have the next project under way before the previous one was completed, and having learnt so much from building the first I decided to have another go at the Fairchild - modify the plans on a slightly larger scale to be more accurate to scale. With the original tucked up on a shelf I now have a fuselage frame almost complete on the bench - all cedar and plywood at this stage. When time permits I'm looking forward to getting the first edition airworthy and (slowly this time) build number 2.



## Events

### Warracknabeal

Mat Werner gave us a run down at the last meeting on the Warracknabeal Fun Fly held over the weekend of October 17<sup>th</sup>/18<sup>th</sup>. He said there were about 25 pilots and 80 planes present. The club is apparently struggling for members and it might be their last fun fly.

### Trivia – Dynamic Soaring

Nick Katsikaros enlightened us with an Australian Gliding record. A speed of 278 mph or 447 kph was reached by Mick Robinson in Dynamic Soaring at Joanna Beach west of Apollo Bay.

### Models coming up for sale

Max Rowan reported that he knows of a modeller who has recently shifted from Lakes Entrance to an aged care home in Ballarat. He suspects that there will be some models for sale shortly – (We'll stay tuned).

### ARF Scale Event 25<sup>th</sup> October – report by Glenn

The weather gods were against us again this year, maybe we should think about changing the date.

The wind was blowing very strongly from the south with low threatening clouds. It seemed like the temperature was somewhere just above freezing, the wood heater attracted a lot of attention.

A couple of models were flown and it was deemed flyable so the competition got underway. A couple decided not to fly leaving only eight contestants.



*Mat Werner's petrol powered Extra in the foreground. Competition was a new experience for Mat. Mat's an accomplished flyer but competition adds another dimension.*



*Rick looks busy flying his MiG 3! Don't all who flew know about that. The conditions were quite challenging.*



*It pays to fly then you don't have to judge!!! We must extend our gratitude to the judges who braved the cold windy conditions.*

The new rules on manoeuvre selections caught one or two out (compulsory straight flight has now been dropped and should be replaced with another option to suit the type of model).



*Trevor Pugh is preparing his Adam A500 push/pull powered by two OS91FS. Model has a very small wing chord giving it a very high wing loading; over 60oz/ft<sup>2</sup>. Nevertheless it handled the conditions admirably.*



*Trevor's Adam A500 is ready to takeoff. It seems to be dwarfed by the canola crop.*

Noel Findlay was in charge of keeping things moving along enabling us to get three rounds flown. The judges had the raw end of the deal having to sit out there in the freezing cold.



*Noel Whitehead's RV 4 which he flew into 1<sup>st</sup> place.*



*Roger Carrigg's Super Stearman – finished in 3<sup>rd</sup> place.*



*Max Rowan's Pitts Bulldog powered by an OS 200FS.*

Our new north/south runway is a little short and narrow making for some interesting take offs and landings.

There were no major incidents; the flying was good considering the conditions.

**Results**

1.	Noel Whitehead	RV4	2273
2.	Peter Evens	Tucano	2107
3.	Roger Carrigg	Super Stearman	2095
4.	Trevor Pugh	Adam A500	2016
5.	John Lamont	Yak 54	1773
6.	Rick Pimblott	MIG 3	1760
7.	Max Rowan	Pitts Bulldog	1710
8.	Mat Warner	Extra 330L	1693

I think we all enjoyed the day; we cannot do anything about the weather. These comps are a bit of an effort to put on, but well worth it in the long run, as it keeps us competitive and gives us a chance to keep in touch with everyone.

Thanks to all the members that helped out behind the scenes and during the day **especially the judges.**

**Ararat Fun Fly – 1<sup>st</sup> November**

Several of our members took up the invitation from the Ararat club and attended their fun fly on Sunday 1<sup>st</sup> November. Graeme Allen, Matt Porter, Mat Werner, Max Rowan, Glenn White, Nick Katsikaros and Roger Carrigg headed off down the Western Highway to the Ararat field which is a few km's on the Ballarat side and four or five km' north of the highway. This is the first time for most of us – Max occasionally calls in during the week on his courier run and has a flight or two with his electric model. Rick & Pam Pimblott are also members of Ararat being only a relative stone's throw from Beaufort so Rick was wearing two hats.



*The Hamilton guys were there in force and readily recognizable by their blue & yellow shirts.*

There was also a big contingent from the Hamilton club and I was surprised to meet up with Rob Irwin an old member from my P&DARCS days who now lives in either Stawell or Horsham. The local club was also well represented with models ranging from trainers to petrol powered scale aerobatic types.



*Nick and his trusty Boomerang. We've got to get Nick into something a bit more challenging!!! Glenn can be seen in the background taking it easy.*

As luck would have it the weather was kind to us not like the week before when we held our ARF Scale competition. The day was mainly sunny with a light wind most of the time. The Ararat club have quite a good flying site – the runway is predominantly north/south and wide enough allowing for a bit of crosswind. They also have facilities where they can run a BBQ and a big pot belly stove to warm up by in the winter time.

The grass on the runway was short but it was very thick and dragged the models back on takeoff. I found full throttle was needed on both the Shoestring and Cessna 182 where normally 1/2 to 2/3 is plenty. Glenn liked it because it kept his Cessna 195 tracking straight – quite different to a sealed surface.

The Ararat club put on a very much appreciated BBQ lunch around midday and presented many of the visitors with prizes for several model/flight categories. From

memory most of the Ballarat club members got something – I missed out sob! Sob!



Most of us would have had half a dozen or so flights before the prizes were handed out around 2:30PM. Glenn was happy with his flights – no broken propellers. Matt P. had a lucky escape with his Ugly Stik while doing high speed low inverted passes – yeah he was showing off. When only a foot or so off the runway it suddenly dipped and Matt took evasive action just in the 'Nick of Time' to save an embarrassing crack up on runway centre.

Mat Werner had his two Extras and was doing some 3D flying when the opportunity permitted.



*Mat Werner is about to commence some 3D manoeuvres with his profile Extra powered by an OS 110FS alpha.*

Max lost radio contact with his electric powered Striker when it was some distance away resulting in a dramatic spiral towards mother earth. Fortunately there was very little damage and it's flying again. I (Roger) had a motor cut on the 2<sup>nd</sup> flight with my old Cessna 182 resulting in a forced landing in the outfield and some minor U/C damage. (See Crash Report) Max had a similar experience with his Pitts Bulldog but fortunately where the motor cut enabled him to get back to the field albeit with a heavy landing flattening the U/C a somewhat.



*Not sure what's happening here!!!*

Graeme Allen (A1) had many flights with his trusty Super Cub as did Rick with his electric and gas powered models.

All in all everyone enjoyed themselves and we must take this opportunity to thank the Ararat club for putting on the event. It's good to get around and see what others are doing.

### John's Party (Not Don's Party)

John McLennan invited club members around to his place for a BBQ to celebrate his retirement from the furniture manufacturing business, his birthday and prospective hobby shop new venture. It kicked off around 5.00PM on Sunday 1<sup>st</sup> November. A dozen or so of our members turned up and it was a very enjoyable evening. John was keen to get as many opinions as possible regarding what modellers want and expect from a hobby shop.

Having the opportunity to see some of John's professional furniture making was an eye opener to most of us and what a credit it is to him. If he can get to be as good a model builder as a furniture maker, watch out.

We wish John all the best in his new venture as Ballarat needs a hobby shop.



## Coming Events

### Hamilton Fun Fly & Swap Meet – November 27<sup>th</sup>/28<sup>th</sup>

A number of BRMFC members are going down to Hamilton for their Annual Fun Fly & Swap Meet. It's always been a great weekend. The Hamilton club has a great field and does an excellent job of hosting the weekend.

Some of us are staying at the Hamilton Lakeside Motel, 24 Ballarat Rd (Glenelg Hwy) Hamilton – phone (03) 5572-3757 for reservations. Our contingent usually goes down Friday afternoon so that we can casually meander out to the field on Saturday morning.

It's a weekend of relaxed flying, a chance to meet modelers from all over the state and usually some from SA as well. Many visitors take advantage of the facilities and camp at the field.

Hope to see you down there. Field directions can be found in the VMAA directory or on the VMAA web site.

### Xmas Break up – Wednesday 16<sup>th</sup> December

I (Roger) have booked the **Atlantic Hotel** in Skipton Street for Wednesday night 16<sup>th</sup> December for our traditional Xmas party. Please let me know if you can attend and how many so we have some idea of numbers. When I booked the hotel I estimated between 25 & 30 and said I'd ring a week beforehand to confirm the numbers. As usual we'll draw the Xmas raffle on the night. The last night out we had was at the Queen's Head for 'Xmas in July' and that worked out really well, so let's see if we can improve on that.

### Xmas Raffle – Drawn on 16<sup>th</sup> December

Once again we are going to run a Xmas Raffle and draw it at the Xmas Party. It makes for a bit of entertainment on the night.

Glenn is going to organize the hamper (or should I say Judy is). Hopefully I'll have some tickets printed in time to hand out at the meeting on Wednesday night.

The hamper will have a value of around \$200 and we encourage members to donate something to offset the cost and make it more interesting.

Once you get a book of tickets please do your best to sell the tickets (they're only a \$1 each) and get the butts back to me (Roger) before December 16<sup>th</sup>. (To be drawn at Xmas Party)

### Sausage Sizzle – Bunnings 26<sup>th</sup> December

Don't forget the sausage sizzle at the new Bunnings store on Boxing Day. I've had several replies regarding the duty roster. It's being updated and will be sent out again in a week or two. The council temporary food permit has been submitted and paid for online. A phone call from the council indicates it's been approved and that the permit has been posted.

I asked the CFA who were running it on Saturday 14<sup>th</sup> November around 4:30PM what quantities they had sold. They only knew by the loaves of bread remaining. They bought 44 and 3 left, so  $41 \times 20 = 820$  sausages along with 350 soft drinks – it was a hot day.

Let's hope it's not too hot!!!



## Event Calendar

- November 1<sup>st</sup> Fun Fly – Ararat.
- November 28<sup>th</sup> Old Timer – Haddon Field Ballarat.
- November 28<sup>th</sup>/29<sup>th</sup> Fun Fly & Swap Meet – Hamilton.
- November 29<sup>th</sup> Scale Rally / mini Comp – Rosebud.
- December 16<sup>th</sup> Xmas Party – Atlantic Hotel.**
- December 26<sup>th</sup> Sausage Sizzle – Bunnings Creswick Rd.**
- Dec 28<sup>th</sup> 2009 – Jan 5<sup>th</sup> 2010 63<sup>rd</sup> MAAA National Champs – Albury/Wodonga.
- February 7<sup>th</sup> 2010 VFSAA Sport Scale Round 1 – Yendon.
- March 6<sup>th</sup>/7<sup>th</sup> 2010 Annual Flying Display - Warrnambool.
- March 13<sup>th</sup>/14<sup>th</sup> 2010 VPA Model Engines Trophy – Yendon.
- March 28<sup>th</sup> 2010 BRMFC Annual Display – Yendon.

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

### Items for Sale



Boeing 777 Electric powered model by Super Flying Models

If you are interested in this model contact Glenn White: [gwhite@vic.chariot.net.au](mailto:gwhite@vic.chariot.net.au) or Mob: 0412 641 188 and make an offer.



E-GO Models – Mini P51D Mustang RTF

- Wingspan: 750mm
- Motor: 370 Motor with gearbox
- Battery: Li-Poly 7.4V, 450mAh
- Radio: 3channel FM, Mode 1, freq: 36.050MHz
- Still in the box – never flown.

Contact: Roger Carrigg on 0437 842 277 or [roger@startek.com.au](mailto:roger@startek.com.au) and make an offer.

As of the 5<sup>th</sup> November Andrew Burgdorf had the following items for sale:

- OS 32SX - two stroke - brand new \$80
- YS 63DZ - pumped four stroke - excellent condition \$300
- YS 45 - pumped 2 stroke - excellent condition \$120
- Rossi 45 front induction rear exhaust complete with tuned pipe and header \$150
- Yak 54 - 90 size ARF - \$100
- 3D Rush - 40 size 3D ARF - \$100
- YAK 54 - SD model 121" complete except for motor and receiver (requires 150 to 170cc motor) \$3000

All motors are in excellent condition.

Contact Andrew on: 0404 808 034 or [burgdorf\\_ab@yahoo.com.au](mailto:burgdorf_ab@yahoo.com.au)