



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.brmfc.org.au

Inc. No. A0001288M

NEWSLETTER – November, 2010

Committee 2010/2011

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The next meeting of BRMFC is to be held out at the flying field on **Wednesday November 24th 2010** commencing at 7.30PM. Please come along to the meetings and support your club and be part of the decision making process. Don't forget to bring a plate for supper.

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Club History Compilation for Web Site
4. Xmas Breakup and Raffle
5. Avalon Airshow – 1st – 6th March 2011
6. Annual Display 3rd April 2011

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

No further developments since last meeting. Last update of WestWind website May 2010.

2. Field Maintenance

- a) Spraying for weeds on the strips is ongoing. Max will see if Geoff Fisken will run a blade over the access track to smooth out the damage from the flooding.
- b) Some general discussion on the relocation of BRMFC and possible sites took place. Max Rowan suggested that a sub-committee be formed to investigate a possible relocation site.

3. Debit Cards

Debit cards have been received by N Katsikaros, M Rowan and J Dowsley, and activated.

4. Club History Compilation for Web Site

Murri Anstis will collect the old minutes (in journals). Roger Carrigg will bring the early journals out to the field. *(Done)*

5. Request to host VFSAA Sportscale / ARF competition on Sunday, February 6th 2011

It was agreed to host the VFSAA meeting. Secretary to advise K Schneider, and raise the issue of advertising the event to increase numbers (see 8. below).

6. Roy Gladman Round 17th October – Aerobatics

Held over due to inclement weather. Rescheduled for the 14th November due to forecast weather and other conflicting events. The list of manoeuvres has been listed in the latest BRMFC Newsletter. Two judges will need to be nominated.

7. Bunnings Sausage Sizzle

Roger Carrigg reported the excellent result under the Treasurer's Report. Roger will submit another application to Bunnings. *(Done)*

8. VFSAA Round 24th October

Only eight pilots (four from BRMFC!) turned up. Probably due to lack of advertising.

9. Xmas Breakup and Raffle

It was agreed that \$200 be set aside for a hamper and items, with members requested to contribute small items.

It was agreed that a Thursday night (16th December) might be best so as to avoid other Xmas functions and that the Western should be tried first.



VMAA News

- **Avalon Airshow 2011** – The VMAA has been asked to attend the next Avalon airshow to be held between 1st and 6th March 2011. Roger Chapman is the liaison officer and reported that a 9 x 8m tent has been allocated in high the high volume public access areas between the main runway and the taxi ways.
- **Country Meetings** – The VMAA is inviting clubs to participate in the VMAA country meetings program. Any club wishing to host a country meeting is to contact the VMAA Secretary.
- **Loan Applications** – The VMAA is to make available a grant of \$1500 and an interest free loan of \$3500 to the Sunraysia Aero Modellers for the purpose of finishing off a new shade area in their pit area.
- **Disapproval of VMAA Grants** – The P&DARCS club has registered their disapproval of the VMAA giving clubs grants (not loans) for infrastructure. Their objection is based on the fact that their club fees are set at a level that enables them to finance their own infrastructure requirements. Then to effectively have a portion of the VMAA fee component directed to other clubs in the way of grants seems unfair. The VMAA executive has decided to revisit the Loan/Grant policy at a future meeting. *(I can see their point of view and it seems justified but they also have the luxury of a large membership base to finance infrastructure. A bit like the government collecting and distributing taxation revenue – can't please everyone. Ed)*



New Models seen at field



Matt Porter and his latest electric powered sports model.

I saw Matt Porter with a new model at the field on Sunday 21st November. It looked slightly familiar and as it turned out it was the one built by Graham Waterhouse that he brought out to the field unfinished a couple of months ago.

Matt has been kind enough to provide some details:

Model: 'Waterhouse Warrior' (aka Hornet) being a touch over 4ft wing span, still needs a canopy to be fitted.

Weight: 2250 grams.

Motor: Eflite 46 Brushless Outrunner, 670kV, 40A Continuous, 55A Burst.

Battery: Turnigy (Cheap Chinese Brand) 5000mAh, 666 grams.

Prop: 11x7 Master Airscrew Wood.

Covering: Silk and Dope. *(What's that??? Ed.)*

She will be lots of fun when I sort out the positioning of the wheels; it's costing me a small fortune in broken props at the moment due to nose over's when I touch the ground just short of the blue stuff. I may also move to a smaller capacity battery in the future to reduce weight and allow for slower flight and landings.



Crash Report

Glenn must have had a senior moment recently! While flying after we had run the Roy Gladman aerobatic comp his Great Planes Extra ploughed into the crop on takeoff at flying speed. I (Roger) was standing at the entrance to the shed and saw the Extra on its takeoff run. It had heaps of airspeed and I was saying to myself lift!, lift!, but it continued on into the wheat crop surrounding the field. There was this almighty crashing sound as it came to an abrupt halt.

As expected it bent the wing tube and did some minor damage to the fuselage near the wing retaining bolts. Biggest problem is readily getting another tube.

Glenn said the 53cc motor sometimes doesn't come on full power straight away. Perhaps commencing takeoff from the start of the runway is better than from the middle too. What do they say – the runway behind you is of little use! I'm sure Glenn with a little help from Graham Waterhouse will have it going again shortly.



Hungry Crop

The wheat crop has swallowed up a trainer aircraft!!! John McLennan was flying last Tuesday (16th Nov) when apparently on takeoff he realized that his Tx aerial was not fully extended. Whilst trying to control the plane and extend the aerial at the same time things got a little hectic

and the model finished up in the crop some distance in a south/westerly direction from the field.

John searched for it on the day, then again on Saturday with no luck finding it. Mat Werner used his small electric model to take photos using the onboard camera but to no avail. (I suspect the small electric model wouldn't get far enough away like the IC powered trainer so it might not be searching in the same area.)

We had a massive search for it on Sunday morning but once again with no luck finding it. The crop is very thick and you would have to be almost on top of it to see it. John said he was getting the assistance of a model helicopter with onboard real time camera on Sunday afternoon so let's hope that is successful.

If there is any reports of UFO's in wheat crops you know what it is!!!



Tips & Tricks

I (Roger) have an OS91FS pumped engine in a CAP 231 which I've been flying on and off for 11 years. For the first few years it ran perfectly then trouble started all because I forgot to fit an inline fuel filter. It was my first four stroke engine and never bothered about filters on the two strokes.

Anyway it first gave trouble down at Dereel in the early part of the decade. No fuel getting through from the pump. Although the pump is not a serviceable item I pulled it apart only to find a piece of what turned out to be nickel plating from the tank clunk jammed under one of the reeds. I tried to reassemble it but it leaked and carried on so a new pump was eventually fitted some time later.

The engine still didn't run right in the air, so I decided to disassemble the regulator (didn't lose any springs). It always leaked fuel around the cover plate which seemed to distort under pressure. I tried a reinforcing plate over the cover but that produced erratic running. Eventually I bought a new 60N carburettor body with regulator. (The cover plate is now much thicker with reinforcing webs) This was only fitted a couple of weeks ago in time for the Roy Gladman aerobatic comp but it still wasn't running consistently and amongst other things like skill deficiency, contributed to my low scores.

To keep exhaust off the wing leading edge, one of those silicon rubber deflectors had been fitted to the muffler outlet since day one. In desperation I took the cowl off and adjusted the angle of the muffler so the exhaust missed the wing without using the rubber deflector resulting in a much better engine run, particularly in the air. (Flying the CAP 231 without the cowl made it dive quite steeply on full power, so the cowl must provide substantial lift.)

I decided to grind a bit more out of the cowl so the muffler could be fitted without the deflector. While doing this I noticed that the muffler outlet appeared to be much smaller than it should be. By hand, I cleaned it out with a 6mm drill; this removed a thick layer of carbon. This was followed by a 6.5mm drill which removed another layer before the base metal appeared.

After readjusting the carburettor intermediate mixture screw using the method described in the owner's manual (close barrel against stop, wind in bleed valve until it stops then back off two turns) it was out to the field on Sunday 21st November to see if it was finally running right. An APC 13x8 propeller was also fitted to replace the Classic 13x6 for better performance.

Well the combination of all these things made the OS91FS really sing. I think it is the best it has ever run and suspect that the main culprit was the restricted exhaust outlet.

On the second flight I taxied back to the pits and stopped, then for some reason (senior moment) I opened the throttle slightly and the CAP moved forward and the prop clipped one of the safety barrier tyres breaking off both tips. It was then back to the Classic 13x6 for the next flight. It still ran like the preceding flight but I think the model performed better with the APC 13x8.



In the Workshop

Noel Findlay is making steady progress on his ¼ scale De Havilland Fox Moth. He brought the fuselage out to the field on Sunday 21st November to show us how he's doing the control surface linkages.

Noel has basically recreated the same cable system as used on the full size aircraft.



Noel has fitted bell cranks on a common shaft with all the pull/pull cables connected. Pushrods are then connected between the bell cranks and servos mounted in the forward compartment. Cable is plastic coated fishing trace and Noel has tested all cable connection techniques with a 10kg pull test.



Cables to elevators and rudder exit the side of the fuselage. The elevator cable running over the top of the horizontal stabilizer runs through a felt lubricated guide as per the full size.



The sliding canopy has also been fitted although a bit hard to make out in this picture. Looks like it won't be long before Noel starts the covering.



Events

Ararat Fun Fly – 7th November

Hi All (From Max)

Well some of us ventured up to Ararat back on the Sunday 7 of this month for their open day fun fly.

Weather wasn't looking good in Ballarat around 8am when we left, strong winds and the odd shower.

As predicted, but once we got up the highway the other side of Beaufort things seem to improve, well for a short time anyway.

We arrived at the field around 9 AM; conditions didn't seem too bad with a strong southerly which was still flyable straight down the field. Mossy the field manager had done another great job on the strip and had mowed it to perfection. They have also made some improvement to the club shed by extending it out and adding glass windows to the front closing it in, making it more comfortable in the winter. I think they need to spend their next funds on a new toilet, still got old straight dropper tin shack up the back, which is not very inviting to say the least.

There were four of us from Ballarat that made the effort being, Matt. Werner, Wayne Goodwin, Rick Pimblott, and myself, Matt had all the big guns out and was first to get in the air putting on his usual nonstop aerobatic display for the locals. Wayne and I decided it was time to test the air and stiff breeze.

After a few circuits found it was not that bad after all. Ararat is not the field for dead sticks with a lake at one end of the field; they did have a boat there for those who wanted to test the water.

Rick flew his large Pilatus which handled the conditions easily. There were two members from Geelong one Being Murray Ellis and two from MARCS, who flew one single engine and one twin type delta float plane which could take off on the grass strip, very fast in the air and impressive.

We had a few showers on and off but nothing to stop the flying for long. There would have been about five of their own members who were flying with a lot of others not brave enough to test the wind, but those that did put on a display for some public coming in later on. At about 2pm they decided to stop flying and hand out some giveaways bottles of wine for best displays. Matt got best aerobatic, Murray Ellis best smoke display, I for best electric display with the old beat up Stryker and one of the MARCS boys for pilot's choice and fastest model on the day. Overall all we all had plenty of time in the air and enjoyed the day finding the Ararat club members very sociable and inviting us back again.

Max Rowan.

Roy Gladman Aerobatics Club comp

By Glenn White

On Sunday 14th November we finally got to hold the Roy Gladman Aerobatic comp. The weather wasn't looking too promising on the Saturday as it poured with rain all day. I think most of us were quite surprised to see that it had stopped by Sunday morning. We only had seven entries; I expect the weather may have had something to do with it. Things got underway just after ten in near perfect conditions for competitions. We had two expert pattern judges namely Wayne and Graeme with John doing the pencilling.

I was really impressed with the standard of flying everyone with the exception of Noel completed all the manoeuvres. Noel had no chance of completing the 'top hat' with his L.A. and his square loop didn't come off very well. You have to give him full marks for trying. Len said he was going to enter but he forgot the comp was on!



Someone told Roger the sheep were back on the field!!

We only had one round as some had to go early so we finished just on lunchtime. John fired up the B.B.Q. and we had a few snags to finish of the day.

After the scores were tallied and bonuses awarded the results are as follows:-

1 st	Nick Katsikaros	537	Boomerang
2 nd	Glenn White	491	Extra
3 rd	Mat Werner	465	Yak
4 th	Peter Evens	455	Tucano
5 th	Roger Carrigg	432	CAP 231
6 th	Max Rowan	431	Aerobatic pattern model
7 th	Noel Findlay	362	LA Special



Coming Events

Hamilton Fun Fly & Swap Meet – Nov 28th/29th

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

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 modellers 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.

There's one other thing we have to do on the Saturday – VOTE!!!

Xmas Party – 16th December

We are holding the traditional Christmas party on Thursday evening the 16th December at the Western Hotel starting at 7.00PM. A Thursday night has been

chosen hopefully so it doesn't coincide with too many other parties.

Put this one in your calendar. Of course we will be running the usual Xmas raffle; it will be a Xmas Hamper similar to the one we raffled last year.

Next Bunnings Sausage Sizzle

On the 4th November, I submitted a request to hold another sausage sizzle fund raiser at Bunnings Creswick Road as per the resolution at the last meeting.

A letter of reply has been received which states that the weekend sausage sizzles are fully booked until 30th June 2011. Furthermore, our application will be held on file and acted upon in the event of a cancellation or automatically included in the next available date draw ballot.



Event Calendar

- Nov 7th Fun Fly – Ararat.
- Nov 27th-28th Fun Fly & Swap Meet – Hamilton.
- Dec 16th Xmas Party.
- Dec – Jan 2011 64th MAAA Nationals – Dalby, QLD.
- Feb 6th 2011 VFSAA Sport Scale – Yendon.**
- 1st – 6th March Airshows Downunder 2011 – Avalon.
- 25th – 27th March F1 Grand Prix Melbourne
- April 3rd Annual Display – Yendon.**
- April 16th/17th VPA Model Engines Trophy – Yendon. (Provisional)

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

Time for some Frivolity!!!

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

The Irish wrestler

A Russian and an Irish wrestler were set to square off for the Olympic gold medal. Before the final match, the Irish wrestler's trainer came to him and said 'Now, don't forget all the research we've done on this Russian. He's never lost a match because of this 'pretzel' hold he has. Whatever you do, do not let him get you in that hold! If he does, you're finished.'

The Irishman nodded in acknowledgment.

As the match started, the Irishman and the Russian circled each other several times, looking for an opening. All of a sudden, the Russian lunged forward, grabbing the Irishman and wrapping him up in the dreaded pretzel hold. A sigh of disappointment arose from the crowd and the trainer buried his face in his hands, for he knew all was lost.. He couldn't watch the inevitable happen.

Suddenly, there was a Long, High Pitched Scream, then a cheer from the crowd and the trainer raised his eyes just in time to watch the Russian go flying up in the air. His back hit the mat with a thud and the Irishman collapsed on top of him, making the pin and winning the match.

The trainer was astounded. When he finally got his wrestler alone, he asked 'How did you ever get out of that hold? No one has ever done it before!'

The wrestler answered 'Well, I was ready to give up when he got me in that hold but at the last moment, I opened my eyes and saw this pair of testicles right in front of my face. I had nothing to lose so with my last ounce of strength, I stretched out my neck and bit those babies just as hard as I could.'

The trainer exclaimed 'That's what finished him off?'

'Not really. You'd be amazed how strong you get when you bite your own nuts.'



For Sale

Bobcat – 50 ARF kit (New)

Model has built up wings, horizontal stabilizer and tail booms. Fuselage is fibreglass and well presented.

All hardware is included. The only other items needed are the engine, radio gear and a pusher prop.

It's certainly a model that would stand out on the flight line!



Asking price **\$120.**

If interested contact Mike Faulkner on (03) 5338-7323, 0418 508 760 or mmfaulkner@bigpond.com

(If no one is interested it's going down to the Hamilton Fun Fly and Swap meet this coming weekend.)