



# BALLARAT RADIO MODEL FLYING CLUB Inc.

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

Inc. No. A0001288M

## NEWSLETTER – October, 2009

### Committee 2009/2010

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

### Agenda Items for the next meeting

1. Wind Farm
2. ARF Scale Competition – Post Mortem
3. Field Maintenance
4. Domain Name Registration
5. Sausage Sizzle – Bunnings 26<sup>th</sup> December 2009
6. Meeting Venue Proposal
7. Annual Display 2010

### ARF Scale – Sunday 25<sup>th</sup> October

Well it's finally upon us again – our annual ARF Scale Competition is on this weekend at the field and it's hoped that a good contingent of BRMFC members will be present to both compete and also lend a hand to make the event run smoothly.

Remember, the event is open to all MAAA affiliated pilots flying an ARF scale fixed wing aircraft. Flight judging is much the same as F4C rules.

For further details and a copy of the pilot entry form, check out the promotional flyer at <http://www.startek.com.au/brmfc/ARFScaleComp.aspx>.

Let's keep our fingers crossed for good weather. The last three weekends have been great, hopefully the run of good weather at the weekend will continue.

**Working Bee** – We're holding a working bee on the Saturday kicking off around 1.00PM to tidy up the field. Matt sent out an email earlier in the week asking members to bring mowers, rakes, whipper snippers etc so that we can cut the grass nice and short particularly in the taxi and run off areas.



### 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.westwind.com.au/> on 23<sup>rd</sup> September – Last updated on 11<sup>th</sup>

September advertising a job vacancy at Gisborne office. No information yet regarding construction timetable.

John McLennan stated that we need to pursue the various levels of Government to see what funds might be available to clubs such as ours. (Both the Shepparton club and Albury club have received substantial grants from their respective councils recently.)

The meeting recognized that if we were to find and relocate to another flying site now it would jeopardize our chances of recovering any costs from the Wind Farm project. WestWind will not contribute until construction starts.

#### 2. ARF Scale Competition – 25<sup>th</sup> October 2009

- a) Secretary has updated the pilot entry form to conform to the latest F4C flight judging.
- b) Invitations and entry form have been sent out to modelers on our pilot list.
- c) VMAA Editor has offered to advertise our event in the next VMAA newsletter which is due out before the event.
- d) Matt P. is organizing the three trophies.
- e) Propose to set up the field on the Saturday before the event – Matt is to send out a roster.
- f) Judges need to be organized.
- g) Food: Sausages, Hamburgers, Dim Sims.
- h) Drinks: Tea & coffee and soft drinks.

#### 3. Field Maintenance

Report from max Rowan:

- a) Field needs mowing every week now.
- b) The new blades on the mower have made a big difference to the way it cuts.

- c) The centre triangle unfortunately is still a bit rough – caused by the clumpy grass. Even shakes the mower around causing parts to come loose.
- d) Murri Anstis reported (by phone before the meeting) that he is working on the two new table/seats. The tops will cost \$130 for timber. Murri said he expects to pick up timber from Gays later this week.

**Action:** Murri Anstis to continue construction of two table/seats.

#### 4. Club Uniform Order

It seems too hard to organize bulk orders of club garments.

It will be best if members take themselves along to Hip Pocket Workwear in Howitt Street and purchase the items they want with the club logo that Hip Pocket have on file.

John McLennan had paid Nick K. \$51 for a flying jacket. The Secretary returned the money to John at the meeting so that he can arrange his own purchase.

The only items that can be purchased easily in bulk are caps.

#### 5. Domain Name Registration

Matt Porter suggested that we look into registering our internet domain name. This would enable us to have email addresses like [president@brmfc.org.au](mailto:president@brmfc.org.au), [secretary@brmfc.org.au](mailto:secretary@brmfc.org.au) and our web site address would be like [www.brmfc.org.au](http://www.brmfc.org.au) (Assuming [brmfc.org.au](http://brmfc.org.au) is available) Costs are in the order of \$50/year, a bit less if you pay for more than one year at a time. ([www.brmfc.org.au](http://www.brmfc.org.au), [www.brmfc.net.au](http://www.brmfc.net.au), [www.brmfc.asn.au](http://www.brmfc.asn.au), [www.brmfc.com.au](http://www.brmfc.com.au) are all available - .com is more expensive.)

Max Rowan moved that we register our domain name, seconded by Jeff Dowsley.

Having a domain name won't necessarily make our web site more locatable. If someone is searching the net for information on radio control clubs in Ballarat they probably won't know our name (BRMFC). However it makes the address once known easier to remember and looks more professional.

The preceding minute is from the last meeting for reference.

**Action:** Secretary is to register domain name.

#### 6. Sausage Sizzle at Bunnings

Following our application submitted earlier this year to conduct a sausage sizzle at Bunnings, we received a reply on 24<sup>th</sup> August advising that the date allocated is **26<sup>th</sup> December 2009** at the new store in Creswick Road (due to open in October).

The meeting agreed that it's not a very convenient date but it may well be profitable as Boxing Day is now a popular shopping day. (Not for yours truly though – must be the younger generation).

Secretary is to send out a roster with names as was done for the last sausage sizzle and ask for members to confirm

their availability or specify a preferred time. This will determine the viability of holding the event on Boxing Day. Need to confirm date with Bunnings by late November. Sausages will have to be picked up from Ballarat Meats possibly Wednesday as they may close a day or two before Christmas.

The preceding minute is from the last meeting for reference.

**Action:** Secretary is to send out a duty roster **late October/early November** with names as was done for the last sausage sizzle requesting members to confirm their availability.

#### 7. Discuss Meeting Venue

This meeting was held in the function room at the Black Hill Hotel.

The President asked the members present what they thought of it. Everyone was quite enthusiastic and enjoyed the comfort of the function room chairs, the cosy heater and the generally central location.

The room cost the club \$30 for the supper provided which was enjoyed by all (Must have been good as there was none left over) – I presume there was no requirement to buy supper but you can't take a plate into a hotel.

The Secretary suggested that the club should pick up the tab for say **May** through to **September** (5 times a year @ \$30 = \$150). Trying to collect \$2 or \$3 off members on the night is cumbersome and may deter some members from attending (even though they would spend more on petrol driving out to the field). We would then add a couple of dollars onto the yearly subs to cover the cost.

The meeting agreed that the club would pay for tonight's meeting. The Secretary wrote out a cheque for \$30 made out to the Blackhill Hotel.

Jeff Dowsley moved a motion that we hold meetings five times a year (May to September) at a cost of around \$30 per night to cover the cost of supper and recover the cost by adjusting the club fees accordingly.

This will be voted on at the next meeting and if approved we will endeavour to pre book the Blackhill Hotel for the 4<sup>th</sup> Wednesday night of May through to September 2010.

#### 8. Annual Display 28<sup>th</sup> March 2010

- a) Need to send off the VMAA public display permit application ASAP.
- b) Also need to apply for the council permit to erect advertising banners for the four week period leading up to the event.
- c) Appoint display sub-committee.
- d) Apply for Moorabool Shire food permit.
- e) John McLennan pointed out that we need a drum to roll up the bunting. Matt said he may be able to chase up a cable drum.
- f) The acquisition of three extra advertising banners needs to be actioned.

- g) Some extra sandwich board road signs would be very useful.

**Action:** Secretary to send off VMAA public display permit application.

**Action:** Secretary to apply for the council permit to erect advertising banners.



### Field Maintenance



Murri Anstis has built two new treated pine table/seats for our comfort at the field. They replace a couple that were built out of untreated pine when we moved to the Yendon field in 2000. Thanks Murri, they are much appreciated.



### New Models seen at field



David Filmer with his new Tiger 40 low wing sport model. This is the same model that Graeme Allen (aka A1) regularly flies – they seem to perform extremely well.



Nathan Aggett had this new model at the field on Sunday 4<sup>th</sup> October. There seemed to be some doubt about the

correct CofG location. Model had too much ballast in the tail which made it difficult to fly resulting in a heavy landing in the outfield, fortunately with no damage.



Noel was snapped retrieving his LA Special after it landed a bit short in the canola crop. Yellow models can be hard to find you know!



### Crash Report

Jeff Dowsley was unfortunate to bend his Boomerang on Sunday 11<sup>th</sup> October. It looks like it's beyond redemption this time. It happened in exactly the same circumstances as last time so Jeff has a set of flight conditions that he has to master. Fortunately Murri Anstis had an old Boomer that he no longer needed and offered it to Jeff at a bargain price which was taken up, enabling Jeff to get back in the air the following weekend. Ironically Murri offered it to Jeff before the crash.

Glenn hasn't had much luck with his Great Planes Extra powered by a 3MM 53cc petrol motor. What, with several engine failures, blown CDI unit and a heavy landing some months back following an engine failure which resulted in some wing damage and a bent wing tube.

Glenn has had nothing but trouble trying to get it running reliably – more flights without the cowl than with. Anyway after several flights last Sunday (18<sup>th</sup> October) and a few dead stick landings the motor cut again fortunately while he had plenty of height. To lose height a 360 degree turn was negotiated in the south/eastern quadrant of the field. While pulling out of the turn to line up for the runway Glenn said he lost control as though there was a radio malfunction. It went one way then the other not responding to the control Glenn was applying until it impacted heavily in the canola crop. At that stage Glenn didn't think anything would be left so drove out along Spreadeagle Road to pick up the pieces.

As luck would have it there wasn't a lot of damage considering what happened. The engine and firewall broke away fairly cleanly making repairs possible and the cowl was off at the time. The Extra was unceremoniously brought back to the field on the roof rack of Noel's van. Glenn had just got back from a week's holiday on the Sunshine Coast – he must have been wishing he'd stayed there!



Glenn's Extra was brought back to the field atop Noel's van.

After the Extra was lowered from its embarrassing position atop Noel's van a check of controls revealed that everything was working fine. There did not appear to be any other damage – the wing tube was still straight fortunately. No controls had come dislodged or disconnected in the crash. Most of the members there came to the conclusion that it must have stalled coming out of the tight descending turn – maybe those large control surfaces can induce a stall at low speed if a lot of deflection is applied. Perhaps having the cowl removed upset the aerodynamics and played some part in the loss of control.



How the f\*\*\* does this fit back in. Graham where are ya!

Hopefully Glenn will be able to get it sorted out after it's repaired.



### Bronze Wings

Congratulations to Allister Aggett for passing his bronze wings accreditation on Sunday 4<sup>th</sup> October. Allister is flying quite well now unassisted and gets in several flights on a Sunday morning.



### Tips & Tricks

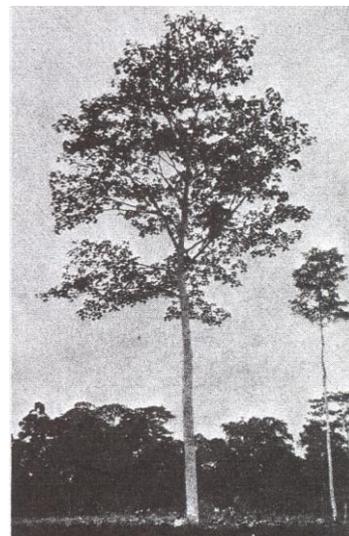
#### Facts about Balsa Wood

Graham Waterhouse was rummaging through his magazine collection and found this article on balsa wood from Flying Models February 1970 and thought it may be of interest to the members. Gee 1970 that's a long time ago. I wish I knew then what I know now – actually it's probably not that much extra!

Here is the article from Flying Models.

*Several Readers: We've been using balsa wood for years but have never seen a photo of a balsa wood tree and know nothing about the material except that it is great for making airplanes.*

ANSWER: We've talked on several occasions with Prem Gary at International Balsa about their balsa operations in Costa Rica and Ecuador. Balsa grows, only in the humid tropical rain forests of South and Central America. When we started getting more queries from readers, we had International Balsa's Senior Forester, Sam Newhouse, give us a brief technical rundown.



Balsa is the lightest and softest commercial wood in the world, weighing only 4 to 18 lbs. per cubic foot. For its weight, it is one of the strongest woods in the world, particularly in tension. Among its other properties are its high resiliency, with excellent compressibility and recovery. One cubic foot will carry over 50 lbs. of water. Balsa absorbs shock and vibration very well. It

emits no fumes, dust, or re-action. It is stable and resists warping to a great degree (Some modelers might disagree but in nearly all cases where warpage on a model occurs, there are valid reasons: structural defects or wet wood, among others).

Balsa is durable, withstands extreme temperatures, stores well, and is very workable. Balsa has a friendly feeling to it. Modelers long ago discovered that the combination of extreme light weight, strength, durability, flexibility, and easy workability made for great model building.

Balsa is naturally a very light tree and grows only in well drained soil. Young seedlings must be protected from the sun by "nurse" trees. The balsa wood tree has slim cell walls held together by lignin, a natural plastic like cement, as in other trees, but the lignin is held to a minimum. The balsa tree has a tough stringy bark which does not flake off but builds up as the tree grows. The cells are full of water. A green balsa wood tree may hold 5 times as much water by weight as wood substance. The cells are twisted around to provide amazing strength.

Balsa trees grow singly or in scattered groups, not in balsa forests. Balsa defies modern logging methods. Balsa trees are felled with axes, hauled to the river by oxen, and are then floated downstream in rafts. The old logger is still very much alive in the jungle.

Balsa is vulnerable to jungle insects so every effort is made to rush them to the mill. The best logs are received about ten, to fourteen days after they have been felled. Once at the mill, they are quickly squared and then converted to boards.

After initial cutting, the boards are kiln dried to remove the moisture, a critical process which if done incorrectly causes the boards to case harden (outside *dry* inside damp) and invariably curl up like a corkscrew.

Heat is used to speed up drying. Too low a heat encourages fungus, whereas too high a heat kills the natural elasticity of the wood. If humidity is too high, the wood will not dry. The dry kiln operator keeps close tabs on his carefully spaced boards as they dry, a process that takes from 10 – 14 days. There follows a period of cooling, inspection, planing for smoothness, and bailing for shipment to manufacturers.

Balsa has been used in Ranger spacecraft to protect valuable instruments from damage when dropped on the moon.

There are four standard densities of balsa: 7 lbs or less per cubic foot, 7 to 9 lbs., 9 to 11 lbs., and 11 lbs and up per cubic foot with approx. 18 lbs. maximum. These would correspond to the various hardnesses of balsa as used in model airplane construction.

Footnote: Balsa wood is a hardwood believe it or not.



## Our New Scale Builder

*John McLennan has provided us with a rundown on further progress with his Fairchild. It's actually nearly finished now.*

I'm glad I haven't mentioned the word "scale" in my comments so far, for my model is rapidly departing from the photo of the Fairchild stuck on top of the fridge, and after attending the Albury scale comp. (well done our blokes) I realise there is yet a very long way to go before I'm anywhere near that league. But it hasn't put me off completely - I'll just call it a McLennan Darkchild instead and promote myself as a model aircraft designer.

Due to the weather I've hardly had the Boomerang in the air recently but Roger did save me from a serious senior moment (several seconds actually) thanks to my good judgement in doing circuits at an extremely high altitude. Time in the shed has allowed me to again pick the brains of the experts; thanks to Noel's advice I sent Tina to Spotlight to buy the best silk available (now I discover that's *not* what Noel advised - but I'm going ahead with it anyway - in some strange way it reminds me of my youth, but we had best not go there).



*John has made rapid progress building his first model He seems to have a fairly organized work bench.*

The easy bits of the Darkchild have been completed and now I am completely out of my depth. A couple of goes on a practice frame has given me a little confidence to apply silk and dope to the model itself - so far so good. But it sure does show up all the inaccuracies of the initial construction as the photo shows. As a furniture maker I thought I knew everything about sanding wood. But balsa has completely different properties to Jarrah or Blackwood. Just look at it and there is another ding in it. I've used more wood filler in the last few weeks than I have in a thirty five year woodworking career. And don't even mention 3mm x 3mm longerons - every time I pick the bloody thing up or try to catch it from falling of the work table I break a few. That's why I'm pretty keen to get some silk covering in the model - it might protect it from my clumsiness.

Why don't any of the internet articles mention that the first coat of thinned dope will make the silk sag and look absolutely bloody awful. (Are we allowed to use that word Roger?) The second coat improved things dramatically. I haven't put a third on yet for fear that it will compress the model into some kind of modeller's black hole. (Not yours A1!)



## New Projects

Update on the Comper Mouse by Glenn White.

I am getting well into my new project; the "Mouse" is well underway. They say a picture says a thousand words so I have included a few photos. The fin/rudder and horizontal stab are all but done. The outline was drawn onto 1/16<sup>th</sup> hard balsa sheet and then cut out, one side was then built up with 1/2 ribs with 1/4 " spars, the leading edge being King

Billy pine. With one side complete the whole thing was turned over and the same work repeated on this side. The same process was used for the fin and rudder. As it is such a large fin/rudder I have used King Billy pine for the sternpost and leading edge of the rudder, this was notched to accept Robart hinges.



The fuselage sides were relatively easy, after joining them together the turtle deck formers were cut out and glued into position. Getting the notches for the stringers to all line up is challenging, I drew all the former on stiff card cut them out, lined them up on top of each other largest at the bottom. Once the stringer notches were marked on the bottom and top (smallest) former it was easy to draw a straight line through them all.



The engine cowling has been a challenge but I think I have it sorted out now. One of the problems being that the top of the engine bay starts off round and finishes off triangular over the fuselage (see photo's). I wanted to use 1/8<sup>th</sup> balsa sheet but the curves were too tight, one option

was to "plank" it and I have had plenty of experience planking my Me 163 Komets. Another option was to try laminating two sheets of 1/16<sup>th</sup>, this is the one I chose and am very pleased with the results. One sheet of 1/16<sup>th</sup> was applied and when fully dried a second sheet was added using white glue. The end result was a well-shaped strong job.



My next job is the windshield and sliding canopy but that will have to wait till I get back from a few days holiday on the Sunshine Coast.



### Events

#### VFSAA Event at Albury – 29<sup>th</sup>/30<sup>th</sup> August

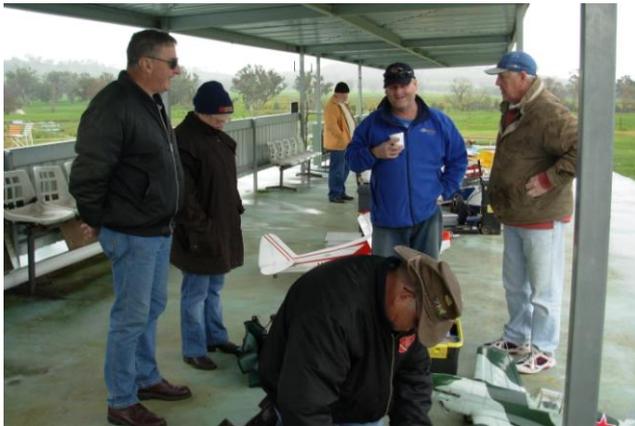
I wish I'd written this straight after the event – the memory gets a bit foggy with the passage of time. Anyway it wasn't foggy at Albury on the Saturday when we held the competition flying. We had alternating periods of sunshine, heavy rain, thunder and lightning, wind and calm. At one stage it didn't look like we'd be able to continue but we managed to get through a round of scale and ARF. There was no chance of a second round on the Saturday and Sunday is reserved for the scale rally where everyone can fly.



*Roger Carrigg's Super Stearman, Trevor Pugh's Giles 202 and David Balfour's Curtiss Robin.*

After we setup the models and entered Keith Schneider got the ARF event underway and I (Roger) drew the short straw and was the first to fly. As I remember there was a

fairly strong wind blowing at the time and at about a 45 degree angle across the strip requiring almost full rudder to keep the Stearman heading down the runway.



There were eight entrants in both scale and ARF and it took us most of the day to get through 16 flights with all the interruptions from the big guy up top. The cover over the pits was a godsend and without it the event would no doubt have been cancelled on the Saturday due to the heavy rain. (This is where several 63<sup>rd</sup> Nationals events including scale will be held over the coming New Year period.)



*It sure got pretty wet at times!*

I can't recall any incidents during the competition. Everyone who flew completed their flight although Rick's propeller touched the runway during his victory roll manoeuvre removing a 1/2" or so from the tips.

Graeme was a bit weary over the weekend after a month or so, on the road for work. He left his trailer at Albury when he set out on his trip and timed it to get back to Albury for this event. Graeme came 3<sup>rd</sup> in the scale rally on Sunday.

John McLennan has family in Albury and decided to come up and see what goes on at these events that several of our members regularly participate in. Tim Carter also has family in Albury and made the trip as well.



*Noel preparing the old Gypsy Moth. Graemes Super Cub is behind and Glenn's Cessna 195 is in the foreground.*

Noel flew his ever faithful Gypsy Moth to first place in the scale event followed by David Balfour with his Curtis Robin and John Lamont (Spacewalker).



*Glenn about to commence takeoff with his Cessna 195 during the scale competition. You can sure see how wet the runway is!*

Glenn flew his Cessna 195 and I, the old P39 Airacobra, but we were well down the leader board.

I did better in ARF by taking 1<sup>st</sup> place with the Super Stearman.



*Noel preparing the Bulldog for Sunday's Rally watched on with interest by John McLennan.*

Sunday was a much better day weather wise, enabling plenty of flying to take place. The scale association conducted a rally on the day and observes the flying that takes place and awards trophies to the winners. The rally concept enabled the Albury club members to continue with their regular Sunday flying whereas a competition would preclude that.



*David Balfour's Fairchild Argus at the field on the Sunday - Model came 1<sup>st</sup> in the scale rally.*

On the social side we went to the dinner held at the hotel over the road from the Albury hospital on the Saturday night. Its name slips my mind but I do remember that it was a very enjoyable meal and the company was good. There must have been 25 or 30 of us there. Neville Glew

who lives in Wodonga gave us a ride back to the motel after Graeme left early – he was a bit tired.



Glenn managed to break a prop on Sunday when the Cessna landed a bit hard causing the prop to strike the runway. He's used to that by now.



And then we discovered loose elevator hinges – it was time to put the Cessna in the trailer.

Saturday's competition results were:

Scale

	PILOT	MODEL	FLT 1	FLT 2
1	GLEN WHITE	CESSNA 195	1861	
2	GARY SUNDRELAND	MIRATRASS	2071	
3	ROGER CARRIGE	AIRGORA	2027	
4	DAVID BALFOUR	CURTIS ROBIN	2293	(2)
5	NOEL FINDLAY	GYPSY MOTH	2408	(1)
6	NEVILLE GLEN	SATFIRE	1686	
7	CHRIS HENRY	CESSNA	1711	
8	JOHN LAMONT	SPACEWALKER	2180	(3)

ARF

	PILOT	MODEL	FLT 1	FLT 2
1	ROGER CARRIGE	STEARMAN	2036	(1)
2	BARRIE READY	RV4	1561	
3	TREVOR PUGH	GISS 202	1958	(2)
4	RICK PRIGOTT	MIG-3	1529	
5	GRAEME ALLEN	SUPER CUB	1810	
6	IAN LAMONT	YAK 54	1895	(3)
7	GRAEME FINLAYSON	CHIEF CUB	1697	
8	JOHN LAMONT	EXTRA	1887	

Finally we must thank the Albury club for hosting the event and Keith Schneider of the VFSAA who works tirelessly running the comps. The Albury club kept the

canteen running throughout the weekend which was very much appreciated.

**Shepparton Mammoth Scale – 19<sup>th</sup>/20<sup>th</sup> September**

By: Grant James

G'day all,

I was asked to write this article about the Shepparton Mammoth Scale Event which was held on 19<sup>th</sup> and 20<sup>th</sup> of September 2009. I'm probably not the best person when it comes to writing an article and this is my first time for BR, so here goes...!

I attended this event in 2007 and sadly missed last year, but this year I was going to make the effort to get back and I did...!

The word 'Mammoth' describes this event perfectly, it doesn't reflect much on the event as such, but more relates to the models that are flying or on display.

My Father Laurie came with me and he is a very enthusiastic scratch builder and has been dabbling in the Hobby for many years and now retired with plenty of time for the hobby I was sure that he would get a lot out of this 2 day event.

We left Ballarat on Saturday at 10am and arrived at the field at 1pm. We could see plenty of action happening in the distance and I knew then that it was going to be an action packed event like it was 2 years ago. The field is fairly well set up with parking for spectators and participants, Canteen, Pit area and let's not forget about Col Taylors tent with plenty of gear on display for sale.

When we walked over to the pit area, we were greeted by Noel Findlay (Pilot), Roger Carrigg (Pilot) and Glen White (Pit Bitch).....lol

Noel had a different name on his chair to Pilot, but you'll have to ask Glen and Roger about that one and Glen would normally be a pilot in this event but chose not to take an aircraft and help out in the pit area and spectate like myself and Laurie.



Noel's Bristol Bulldog managed to generate a lot of interest amongst pilots and spectators alike.

Noel took his Bristol Bulldog which proved popular in the pit area to all the other pilots and Roger had his Super Stearman which we all know he puts on a beautiful display

in the air with this Plane. They were surrounded by an abundance of other Aircrafts which is eye opening to the hobby enthusiast and even people that just enjoy to watch.



*There were three 1/3 scale Stearmans entered.*

Most people that know me well enough would realise that I like to take photos of planes flying and even static displays.....And that I did, Dad went the opposite way to check out the planes in the pit area and I was off like a robbers dog and straight to the flight line. There was always 3 – 5 planes in the air at any stage of the day, except when the Turbines went up, the sky was theirs and let's face it, they need the space.

Noel and Roger both had a flight in the afternoon. Roger made it look too easy in the air as he always does, he landed the Super Stearman like a butterfly with sore feet and Noel had the Bulldog sparkling in the sky flying like the real thing and his landing was beautiful also, but there was a small tail wheel issue which Glen puts it down to lack of maintenance.....



*Noel repairing the broken tail wheel – this has since been modified. There's always a camera around!*

The Saturday night is always a good night, few beers at the Motel first to catch up on the day's highlights and then out for dinner to the RSL accompanied by some more beers, Red wine and plenty of laughs.....finally back to the Motel for a nightcap Port and then hit the hay ready for an early start.



*Noel's Bristol Bulldog about to takeoff. Glenn was Noel's "pit bitch" for the weekend – he wasn't a willing worker.*

Sunday's weather was a bit overcast compared to Saturday's patchy sunshine, but it wasn't cold and raining which is always a good start....Back out to the field after what I thought was a crap breakfast at Hungry Jacks (they should just stick to their burgers) recommended by Noel, Glen and Roger.....I think there taste bugs might have been alcohol affected??? Just kidding....lol



*There were two Great Planes Super Stearmans present and as chance would have it they were both on the flight line together on Sunday afternoon. Roger's is the one on the right (without the spinner).*

There was another good turnout on the Sunday and still lots to see.

We all had a good scrounge through Col Taylors tent and made a purchase or two and there were even a couple of bargains to be found if you looked hard enough.

The Flying and static displays were great and all the people in the pit area were happy to talk about there models or the passion they have for the hobby and Noel was very busy explaining his techniques and signing autographs for the odd person (just kidding about the autographs, but he was popular with the keen scratch and ARF builders).

Some of the Aircraft are Mammoth, there is 1/3, 1/4 and 1/5 scale....I currently have a ¼ scale Auster on the building bench and there are planes that make it look a control line and that's what makes this event so good.



*Ken Thomas' (Keilor Club) latest model powered by an OS 5 cylinder radial.*

I took plenty more photos on the Sunday and we got lots of helpful hints from other Model Builders at the event. All in all it was a great weekend and if you're thinking of going for a look, just do it and you will hopefully enjoy it as much as we did. If anyone would like to get a disc of the Photos I took on the weekend in Shepparton, just ask me at the field and I'll burn one for you.

Regards  
Grant



## Event Calendar

- October 2<sup>nd</sup>-4<sup>th</sup> Scale Competition – South Aust.
- October 17<sup>th</sup>/18<sup>th</sup> Mallee Rally – Warracknabeal.
- October 18<sup>th</sup> Scale Rally – P&DARCS.
- October 25<sup>th</sup> ARF Scale Event – BRMFC.**
- November 1<sup>st</sup> Fun Fly – Ararat.
- November 28<sup>th</sup> Old Timer – Haddon Field Ballarat.
- November 27<sup>th</sup>/28<sup>th</sup> Fun Fly & Swap Meet - Hamilton.
- Dec 28<sup>th</sup> 2009–Jan 5<sup>th</sup> 2010 63<sup>rd</sup> MAAA National Champs – Albury/Wodonga.
- March 6<sup>th</sup>/7<sup>th</sup> 2010 Annual Flying Display - Warrnambool.

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