



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.brmfc.org.au

Inc. No. A0001288M

NEWSLETTER – September, 2010

Committee 2010/2011

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The next meeting of BRMFC is to be held out at the flying field on Wednesday September 22nd 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.

**** Sausage Sizzle at Bunnings Creswick Road Saturday 25th September 2010 ****

Agenda Items for the next meeting

1. Wind Farm
2. Field Maintenance
3. Debit Cards
4. Club History Compilation for Web Site
5. Sausage Sizzle – 25th September
6. Roy Gladman Aerobatics– 17th October
7. VFSAA Scale Comp – 24th October

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.

a) Wind Farm

No further developments since last meeting.

b) Field Maintenance

Some concerns re the flooding of the access track. Max will erect some HazChem signs on the container as we appear to be under the 200L limit.

c) Debit Cards

Held over until the Treasurer is available.

d) Club History Compilation for Web Site

Murri is still searching for his early history, and will reconstruct it if it cannot be found. He also circulated a copy of the front page of The Courier of August 2, 1965, which had an article and pictures on the formation of a model aeroplane radio control club. A very youthful (16 years old) Murri was part of the group pictured.

e) Men's Health

Kirsty Rowan led a discussion on the effects of diet on mens' health, and distributed a questionnaire on eating habits and their estimated risks, with some surprising results. All agreed that the discussion was most instructive and helpful.

f) Roy Gladman Round 17th October – Aerobatics

(31st if need to hold over) It was agreed that points would be allocated for completing sections of the manoeuvre, not for overall excellence. This would allow novice pilots to meaningfully compete in the competition.

A list of the manoeuvres will be published in the next newsletter.

g) Xmas in July

All agreed that it was a most successful event with many photos taken. Some discussion on possible future venues took place.

h) Bunnings Sausage Sizzle

Members are requested to confirm with Roger Carrigg their availability to attend.



Hugh's Passing

It is with great sadness that we report the passing of Hugh McCormick (Life Member) in the Base Hospital on Thursday 9th September. Hugh had been battling cancer for some time now and finally succumbed to the disease and the chemo therapy treatment.



This photo of Hugh was taken on 5th June 2005 at our field. It looks like Hugh is starting the engine in the Jodel, probably for its test flight.

Hugh's funeral was held on Friday 17th September at F. W. Barnes funeral parlour and was attended by family, friends and a dozen or so club members.

Glenn knowing Hugh's family was asked by his sister if he would help out with gathering up the collection of Hugh's modelling equipment so that the unit can be vacated.

To that end Glenn, Max & I (Roger) went around to Hugh's unit on the Saturday afternoon and were confronted with an assortment of finished models, kits, engines, accessories, modelling and general tools. As we soon found out, Hugh was a real hoarder. We gathered up what we could identify as modelling gear and are now in the process of cataloguing so it can be offered for sale to club members, other aero modellers and then on eBay. All proceeds will go to Hugh's family members.

Hugh made it clear to his family that he wanted Glenn to have his pick of his models. Glenn chose the ¼ scale Spitfire he test flew for Hugh many years ago.

A club tribute to Hugh is now being written and will be included in the next newsletter.



Keeping us on the right track

We would like to take this opportunity to thank Kirsty Rowan (Max's daughter) for the excellent talk she gave on dietary health at our last club meeting.

Kirsty asked us to fill out a dietary fat questionnaire to see how we fared in fat intake. Some had low scores, some high scores (the honest ones) with most somewhere in the middle range. The aim is to have as low a score as possible.

It must have had positive effects because many of us who went to Albury the following weekend were talking about it and were being conscious of what we were eating.



Field Condition

These photos were taken on Sunday 5th September, the day after the floods in Creswick and other parts of the state. The track in was under water and has been for a while now, but fortunately the base seems to be holding up to our vehicular traffic.



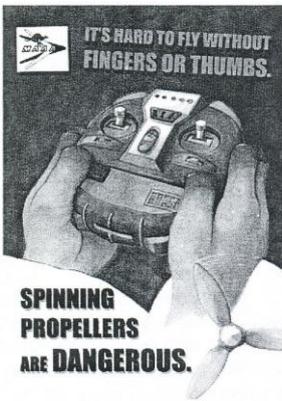
The field itself hasn't been a problem being located on the crown of the paddock. There were a few local water patches around the strips which is the first time we've seen that in the ten years at the field. The wheat crop will certainly start to grow from now on once it gets a bit of sun on it.



VMAA/MAAA News

- VMAA Purchase of State Field from MAAA – Purchase has now been finalized. VMAA Solicitors are holding the title documents. *(The VMAA Executive decided some months ago that the VMAA would purchase the property at 214 Quails Road Darraweit Guim from the MAAA for \$270k. The purchase negotiated required an initial payment of \$40k and the balance to be paid over 15 years through a loan from the MAAA.)*
- Avalon Airshow 1st – 6th March 2011 – The VMAA has been asked to attend the next Air Shows Downunder to be held in the first week of March 2011. The Executive has accepted Roger Chapman's offer to be the liaison officer with the Avalon organizers and Brian Dowie has offered to assist.

- As reported in the last MAAA Newsletter there has been a sharp increase in insurance pay outs for the repair of vehicles damaged by model aircraft and this continues to be cause for concern. In most cases, damage could probably have been avoided with some extra thought when parking vehicles at model fields. Due to the large payouts being made by MAAA to repair vehicles, a review of the MOPs dealing with distances which vehicles should be parked from is currently underway. Several Incidents resulting in damage to vehicles were due to pilots losing sight of their model in the sun when taking off. This has been more prevalent in the morning or evening when the sun is low on the horizon. If this is a situation which occurs at your flying field during this time of year, then it is asked that members and visitors are made aware of the hazard, both verbally and by notices.



Unfortunately, there continues to be a regular flow of incidents where members' fingers have come into contact with spinning propellers. With risk minimisation in mind and following a suggestion from a VMAA Member, a safety brochure was commissioned and produced by MAAA. This

A3 brochure (shown) is meant to be a stark reminder of the dangers involved in and around propellers. The brochure is currently being printed and will be distributed to all State Associations for their Clubs. (We have received a copy. Ed.)

• **64th MAAA Nationals Dalby Queensland**

The Chairman of the MAAQ organizing committee has confirmed that arrangements for the 64th Nationals are on schedule and he hopes to make it 'the best Nationals ever'. Bulletin number three is due out at the end of August with updates as well as the official registration form. This will appear on the MAAA website at www.maaa.asn.au



New Models seen at field

Mat Werner is also having a dabble in electric models. The model seen at the field on Sunday 12th September is a Precision Aerobatics Extra. This appears to be a very well built model and I like the way the ailerons are "scale" hinged to eliminate the control surface gap and turbulence. Mat put it through its paces and on one of the snap roll manoeuvres the canopy section flew off. Apparently the magnetic retention was not adequate to cope with the G forces imposed. I'm sure Mat will sort that out. I guess he did; the model was out

again last Sunday (19th September) and the canopy stayed put.



Mat's new Precision Aerobatics Extra with electric power.



Crash Report

As seen in the Albury report, Graeme lost his cub due to flat batteries.

Somebody let the cat out of the bag (can't remember who) about Lenny Astbury having to do a heavy forced landing with his old LA Special sustaining some minor damage. Len reports that the electric motor in the elevator servo failed due to one of the brushes wearing out. Now that takes a lot of flying to do that! Len keeps a flight log and according to the number of flights it equates to around 400 hours flight time.

We've also heard on the grapevine that a new AT6 Texan with an OS 200FS had a mishap on takeoff during its test flight. Fortunately it didn't suffer much damage.



Tips & Tricks

Cycle those new Battery packs.

Whenever you purchase a new battery pack particularly a flight pack, make sure you cycle them a couple of times before using them in your model.

Unfortunately this happened to Graeme (aka A1) at Albury. Doing the right thing he checked the flight pack in his Super Cub before setting off from home and thought that they weren't holding their charge like they should. He purchased a new NiCd pack at Albury before the competition started and charged the batteries the once only. He managed to get through the first flight but towards the end of the second flight on Saturday the Super Cub went into porpoising gyrations until it finally hit the ground some distance away from the flight line. It must have been out of control for almost a minute. When Graeme checked the flight pack they were flat after about 25-30 minutes power on time.

There's definitely a lesson there for everyone. As Glenn said he was unaware of the need to cycle new batteries but normally you buy a new pack for a new model and they get flattened and charged a couple of times while setting up the controls.

A simple thing like that costs a model and in this case one that had been around for a long time.



Events

Albury/Wodonga Sport/Scale Rally.

The weekend of Aug 28th/29th several of our club members made the trip up to Albury for their Sports/Scale rally. We seem to have made this one of our annual trips in preference of the Shepparton Mammoth Scale event, the atmosphere is more relaxing and the flying conditions are better. After what seemed an extra cold and wet winter here in Ballarat it was nice to head up north with high expectations of some better weather. We were not disappointed both Saturday and Sunday were perfect with the exception of a little fog early on the Saturday morning.



Roger, Max and I (Glenn) left just after 9.00am on the Friday in convoy with Mat and family, with Noel bringing up the rear. Graeme caught up along the way, we met Rick and Pam out at the field on the Saturday. It's about a five hour trip up there so leaving early we had plenty of time to have a look around the Albury hobby shop on Friday afternoon.



Anthony Mott's big Cessna 182 (3m wingspan) and powered by an OS Gemini twin cylinder four stroke. Model flew with authority and certainly looked realistic in the air and on the ground. And yes it's an ARF as well.

We stay at the same motel as the Melbourne VFSAA members so we got chance to do a bit of catching up with them there and over drinks and dinner at the Commercial Club.



Max is just about to touch down with his new Piper Pawnee as he completes round one.

Eight thirty Saturday morning we were out at the flying field met by thick fog, there wasn't a breath of wind which made a nice change from the strong winds we had had for the previous few weekends in Ballarat.

By the time we had assembled our models the fog had lifted and the conditions were perfect. Unfortunately Mat was unwell and unable to fly in the competition.



What more can you say – bunch of ol' tossers!

As usual the ARF's outnumbered the scale by two to one. There were 14 entered in ARF and 7 in scale. Noel and Roger were the only ones of us to fly in Scale, Noel with his Gypsy and Roger with his P39 (both models are older than most of our members, it's time we saw something new!!). Max flew his new Hangar 9 Piper Pawnee, Roger his Super Stearman, A1 his Super Cub and I (Glenn) flew my Extra. Rick was unable to fly as on a practise flight the day before he lost his prop and spinner off the electric motor somewhere in the outfield.

We managed to get two full rounds of ARF and almost two rounds of scale (two flights had to be done on Sunday)



Noel bringing the Gypsy Moth in for a text book Touch & Go. And yes, he got 10's from the judges.

There were three "incidents" the first being Gary Sunderland's big Fokker it just seemed to fall out of the sky on a landing approach breaking its back. The second was Barrie Reaby, we think he got disoriented the model crashing through a fence some distance away. The third was A1.'s Super Cub, towards the end of flight two it just went off the air and flew around erratically on a high throttle for some time before diving into the ground. On inspection it was found to have a flat battery pack.

As far as the weather goes Sunday was almost a carbon copy of Saturday but without the fog. After the final round of scale was completed (two flights) general flying got underway. Mat was feeling much better and made up for Saturday's lack of flying. Rick and A1 had extra models so we all got to fly.

The presentations were held at 1:30PM giving us time to pack up and get home at a reasonable time. Results are as follows:

Scale Results

	Pilot	Model	Flt 1	Flt 2	Total
1 st	Noel Findlay	Gypsy Moth	2493	2378	2435
2 nd	David Balfour	Fairchild	2251	2419	2335
3 rd	Roger Carrigg	P39 Airacobra	2360	2296	2328
4 th	John Lamont	Space Walker	2238	2271	2254
5 th	Chris Henry	CAP ??? (A Big one!)	2068	2284	2178
6 th	Gary Sunderland	Fokker D7	2104	2150	2127
7 th	Neville Glew	Spitfire	2176	2017	2096

ARF Results

	Pilot	Model	Flt 1	Flt 2	Total
1 st	Matt Bailey	Extra	2243	2500	2371
2 nd	Roger Carrigg	Super Stearman	2262	2320	2291
3 rd	Anthony Mott	Cessna 182	2228	2294	2261
4 th	Peter Bailey	Extra	2105	2356	2230
5 th	Glenn White	Extra	1991	2441	2216
6 th	Greg Lepp	Cub	2223	2185	2204
7 th	Ian Lamont	Yak	2060	2251	2155
8 th	David Anderson	Pitts Special	2178	2104	2141
9 th	Gary Sunderland	Spitfire	1759	1794	1776
10 th	Graeme Allen	Super Cub	1976	1559	1767
11 th	Max Rowan	Piper Pawnee	1662	1805	1733
12 th	Barrie Reaby	RV 4	1132	2129	1630
13 th	John Gottschalk		1935	633	1284
14 th	John Lamont	Yak	1286	-	643

All in all it was a great weekend highlighted with Noel's win in Scale (cream of the ~~crop~~ crop). Max got over his nerves and did well considering he hasn't had much time to practice. Sad about A1's Cub, however there is a lesson to be learnt there. (See Tips & Tricks)



Mat was feeling better on Sunday and got in lots of flights with all his models. Made up for lying low on Saturday!

Thanks to the members up there in Albury for your hospitality I'm sure we will be up there again before too long.

Glenn



Coming Events

Sausage Sizzle – Bunnings September 25th



Don't forget that we have our next Bunnings

sausage sizzle this Saturday 25th September. As usual plenty of helpers are required and to facilitate this, a duty roster has been put

together by consultation with you the members. Being AFL Grand Final day we are not expecting to be as busy as the previous one we had on Boxing Day last year particularly in the afternoon.

On Boxing Day we sold 900 so this time given that we don't expect to be as busy only 800 will be purchased and if any are left over they can be frozen for a couple of up and coming events at the field in October. We'll only get bread for 600 and be prepared to duck down to Aldi if we run out. In the unlikely event that we run out of sausages we can buy some from Aldi as well. See you there Saturday morning.

Duty Roster

Morning (8:00AM – 11:30AM)

- Glenn White (Cook No. 1)
- Matt Porter
- Graeme Allen
- Richard Turner
- David Filmer
- Roger Carrigg

Midday (11:00AM – 2:30PM)

- Noel Findlay (Cook No. 2)
- Mat Werner
- Gavin Gedye
- Peter Evans
- John McLennan
- Andrew Bentley
- Laurie James

Afternoon (2:00PM – 5:00PM)

- Jeff Dowsley (Cook No. 3)
- Tim Carter
- Merv Quinn
- Grant James
- Murri Anstis
- Graham Waterhouse
- Nick Katsikaros

Roy Gladman Aerobatics Club comp

As decided at recent meetings we are once again holding a round of simple aerobatics as part of the Roy Gladman competition. It will be held on Sunday 17th October with the 31st October as a backup date in case the weather is unsuitable on the 17th. We'll have a club BBQ on the day

as well, no doubt using some of the left over snags from the Bunnings sausage sizzle.

The list of manoeuvres is described as follows with some diagrams as well.

1. Double Immelman K=2

The model flies straight and level past the judges then pulls up to perform half an inside loop. When inverted, it performs a half roll, then flies a straight line, performs a half outside loop followed by a half roll and another straight line to exit.

Downgrades

- Top and bottom lines (including half rolls) to be same length as the diameter of the half loops.
- Half loops not round and of the same size.
- Straight lines not of equal length.
- Changes in heading during loops, straight lines and half rolls.
- Half rolls not immediately after half loops.
- Half rolls not the same roll rate.
- Exit line at different heading and /or altitude to entry.

2. Slow Roll K=3

The model establishes an entry line, then rolls slowly through one revolution.

Downgrades

- Roll rates not constant during the roll.
- Changes in heading and or altitude.
- The model does not roll exactly 360°.
- The roll is completed in less than four seconds.
- The exit line is at a different heading and /or altitude to the entry line.

3. Two Inside Loops K=3

The model establishes an entry line and then performs two consecutive inside loops.

Downgrades

- Wings are not level during loops.
- Changes in heading during loops.
- Loops not round.
- Loops not superimposed.
- The exit line is at a different heading and / or altitude to the entry line.

4. Two Horizontal Rolls K=3

The model establishes an entry line and then performs two complete horizontal rolls at a uniform rate of roll.

Downgrades

- Changes in heading and or altitude during rolls.
- Roll rates not constant.
- The model does not do exactly two rolls.
- The exit line is at a different heading and /or altitude to the entry line.

5. Top Hat K=3

The model establishes an entry line then performs a quarter inside loop to a vertical flight path, flies a straight line then performs a half roll then flies a straight vertical line then quarter inside loop to a horizontal flight path, flies an inverted straight line, then performs a quarter inside loop to a vertical flight path, flies a straight line, then performs a half roll followed by a straight vertical line to quarter inside loop to straight and level exit.

Downgrades

- Changes in heading during quarter loops and/or straight lines.
- Changes in heading during half rolls.
- Quarter loops not of the same radius.
- Horizontal and vertical lines not the same length.
- Half rolls not at same roll rate.
- Exit line at different heading and /or altitude to entry line.

6. Cuban Eight K=3

The model flies straight and level past the centre line then pulls up to perform a part inside loop. When at 45° inverted, the model flies a straight line then performs a half roll followed by a straight line, then performs another part inside loop and again at 45° inverted flies a straight line, then a half roll and another straight line and a part inside loop to recover to straight and level flight.

Downgrades

- Part loops not round and of the same size and radius.
- Changes in heading during loops, straight lines and half rolls.
- Half rolls not superimposed.
- Exit line at different heading and/or altitude to entry line.

7. Square Loop K = 2

The model establishes an entry line then pulls up through 90° and continues vertically, pulls a 90° corner then flies inverted, then pulls through another 90° downwards to another 90° exiting on same line as entry.

Downgrades

- Wings not level during loops.
- Changes in heading during straight lines.
- Length of four sides not the same.
- Corners not 90°
- Entry and exit at different heading / or altitude to entry line.
- Part loops not at same radius.

8. Straight Inverted Flight K=2

The model establishes an entry line then rolls inverted, flies a straight and level inverted flight path of three to five seconds and then rolls upright. The rolls in and out are part of the judged manoeuvre.

Downgrades

- Changes in heading and /or altitude during rolls.
- Roll rates not constant.
- Changes in altitude and /or heading during inverted flight.
- Inverted flight less than three seconds.
- Wings not level during inverted flight.
- The exit line is at a different heading and /or altitude to the entry line.

9. ½ Reverse Cuban Eight K=3

The model establishes an entry line, then climbs at 45° performing a ½ roll before pulling into a descending ½ loop, exiting in the opposite direction.

Downgrades

- Wings not level on entry.
- Climb not 45°.
- ½ roll too soon or too late.
- Wings not level in ½ loop.
- Exit not in opposite direction or at different altitude to entry.

10. Two Turn Spin K=2

Model establishes a heading and with reduced power the model is held in a nose high attitude until it stalls and commences to spin. The model autorotates through two turns, holds a near vertical downline, and then recovers on the same heading as the entry but a lower altitude.

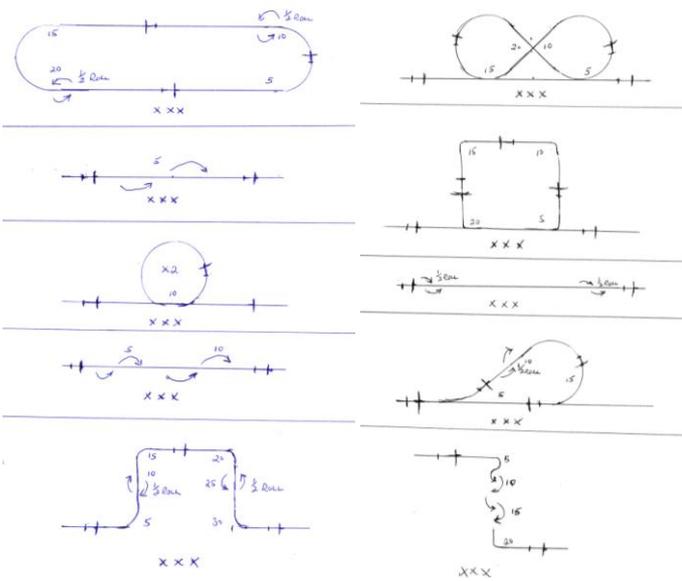
Downgrades

- Wings not level during entry and exit.
- The model climbs during the entry line.
- Wing over or snap roll on entry.
- Does more or less than two turns.
- Exit line at a different heading to the entry line.
- A spiral dive or less than two or more than two turns scores zero. (with the exception of flat bottom wing section model).

Glenn has sketched the following diagrams of the manoeuvres which show where 5 points will be awarded for completing the basic components of each manoeuvre irrespective of the quality.

One judge scores 5 points for each component of manoeuvre completed. The purpose of which is to ensure beginners finish up with a reasonable score.

The other two judges score out of 10 according to APA judging.



Event Calendar

- Sept 17th-19th 28th Mammoth Scale Fly-In – Shepparton
- Sept 22nd (Wed) Club Meeting – at field.
- Sept 25th (Sat) Sausage Sizzle – Bunnings Creswick Rd.
- Sept 25th VFSAA Sport Scale – State Field
- October 10th State Champs ARF & Large Scale – P&DARCS
- October 17th Roy Gladman Aerobatics Club comp – BRMFC, Yendon.
- October 24th VFSAA Sport Scale – Yendon.
- October 31st Roy Gladman Aerobatics Club comp – BRMFC, Yendon. (Backup date)
- Nov 27th-28th Fun Fly & Swap Meet – Hamilton.
- Dec – Jan 2011 64th MAAA Nationals – Dalby, QLD.

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

For Sale



TL 2000 foam electric model complete with geared brushed motor, 4 channel SAPAC radio gear on 36.050MHz. 1150mm wingspan.

Looks to be in good condition. \$150 ONO.

If interested contact Dave Lacy on 03 5330 1582.



Time for some Frivolity!!!

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

Nominated as the world's best short joke

A 3-year-old boy examined his testicles while taking a bath.

'Mum', he asked, 'Are these my brains?'

'Not yet,' she replied.



A few more photos from Albury

