



BALLARAT RADIO MODEL FLYING CLUB Inc.

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NEWSLETTER – April, 2008

Committee 2007/2008

<i>President</i>	Glenn White	(0412 641 188)	<i>Public Officer</i>	Roger Carrigg	
<i>Vice President</i>	Nick Katsikaros	(0438 559 985)	<i>Safety Officers</i>	Graham Waterhouse	(0417 377 099),
<i>Treasurer</i>	Rick Pimblott	(0417 424 819)		Peter Evans	(0438 643 949)
<i>Secretary</i>	Roger Carrigg	(0437 842 277)	<i>Newsletter Editors</i>	Glenn White,	
<i>Publicity Officer</i>	Gordon Hicks	(0427 033 981)		Roger Carrigg	
<i>Returning Officer</i>	Rick Pimblott		<i>Field Maintenance</i>	Max Rowan	(0408 501 584)

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

The next meeting of BRMFC is to be held out at the flying field on Wednesday April 23rd 2008 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.

With all that's been going on lately this is a bumper issue! There are articles on the South Pacific Scale Masters, BRMFC Open Day and Bowlyie Scale Rally.

Agenda Items for the next meeting

1. Open Day Post Mortem
2. Field Maintenance
3. Playground Equipment
4. Pilot Training
5. Enhancing Flying Skills

Points of interest from the last meeting

Extract of newsworthy items from the minutes of the last meeting. Note: Some events/activities may have concluded or been modified as circumstances change.

1. Open Day – (April 6th 2008)

- a) The last sub-committee meeting was held at Max's on Wednesday evening March 12th.
- b) Glenn advised that arrangements have been made with Craig Butterworth (SLC) to bring the PA system out to the field on the Saturday. We must make sure the music is kept quieter this time after complaints last year that the music was too loud.
- c) Matt Porter stated that APCO in Main Road have been kind enough to donate 10 bags of ice. Matt to pick up on Sunday morning.
- d) Three (3) sandwich boards are still unaccounted for. Can the members who put boards out last time check to see if they have any at home.
- e) Janice Pope has offered to sell the raffle tickets on the day.
- f) Glenn is to pick up the trophies from Lifetime Trophies. (done)
- g) Need plastic bags to make up pilot goody bags. Graeme Allen is to look after the making up of the pilot "goody bags" on the day.
- h) Three members are to be nominated on the day to allocate the trophies.

2. Wind Farm

No further correspondence from Westwind Energy. Geoff Fiskien indicated to Max during their last discussion that he was going to proceed with the wind farm on his property and that it would be three or four years before construction started. It was pointed out that the wind towers are now

going up at Waubra several kilometers north/west of Ballarat.

3. Field Maintenance

- a) A working bee is to be held on Saturday April 5th to get the field into shape for the open day on Sunday April 6th.
- b) Max is to put another muffler on the generator in an attempt to make it quieter.

4. Playground Equipment

Murri Anstis is to proceed with construction shortly after the open day. Location will be the south/east corner of the fenced compound. The sand pit and swing will be constructed using enviro-pine.

5. Pilot Training at Ballarat Airport

This program hasn't started yet which will involve mainly Chinese student pilots. Individually they will only be in Ballarat for a short time but it was felt they may have an interest in R/C models. Peter Evans is to monitor the situation at the airport.

6. Enhancing Flying Skills

This was brought up at the last meeting by Nick Katsikaros and discussed at length. The point Nick raised concerned the lack of a pathway to improving flying skills once a beginner has got their Bronze Wings. Due to Nick's absence the subject was only discussed briefly but it was felt some ideas need to be put down on paper and presented to future meetings for discussion.



New Models seen at field



Glenn's new/old BAe Hawk sitting on its dolly awaiting its test flight.

Glenn has spared no expense in his quest for a jet like model. He has also been kind enough to provide some background info on the model.

The Hawk has a 38 inch wing span and the motor is an OS 15. The model was built by Graham Waterhouse some years ago, I think about 15.

I purchased it from Brian Carson and flew it for some time. Not being one for hand launches, I built a crude dolly for it but as the model has no rudder it was difficult to get if off the ground. On one attempt it lifted off the dolly prematurely, stalled and cart-wheeled on the ground damaging the fuselage. The Hawk then sat in my workshop for the last 13 or so years waiting to be repaired. I knew I would never get around to it so I had Graham re finish it for me. This time I have put a little more thought into the dolly and added a servo and steerable tail wheel. The servo is plugged into the underside of the model and pulls out when the Hawk lifts off. I have had 3 or 4 flights now with no problems. Looks great in the air but as you can see in the photo, it looks stupid on the ground. (*No argument there!*)



Crash Report

Due to such a full newsletter anyone who has done a misdeed has been spared this month – don't worry we'll catch up next month!



Tips & Tricks

Du-Bro Kwik-Fill Fueling Valve repair

I've (Roger) been having trouble with the Du-Bro Kwik-Fill Fueling valve on my Cessna 182 for a while now. The poppet gets stuck in when you pull the filler probe out of the valve allowing fuel to run everywhere. This has necessitated using pointy nose pliers to grab the poppet and pull it out so it seals.

Anyway, while preparing the model to take to the Bowylie (pronounced Bo-Wylie) Scale Rally I decided to see if it

could be pulled apart. Using a small jeweler's screwdriver I carefully prized out the outer 'O' ring from the annular groove which allows the poppet and spring to be removed. Inside there's another smaller 'O' ring which the narrow spigot on the poppet enters when the filler probe is inserted. (This forms the internal seal that blocks fuel going to the carby.)

It's this tiny 'O' ring that is the offender and causes the poppet to get 'stuck in'. The 'O' ring had hardened with age (not much hardens with age). Fortunately I had bought a box of assorted 'O' rings from Bunnings recently and as luck would have it, the two 'O' rings needed were included. My only concern is whether the rubber is compatible with the fuel but it seems to be okay.

I cleaned the valve with methanol, lubricated the 'O' rings with fuel oil and inserted the smaller 'O' ring, dropped in the spring and poppet then fitted the outer 'O' ring to retain the poppet.

So far it's all working okay – a very cheap & quick fix! (The engine ran okay at Bowylie but I will immerse another 'O' ring in fuel for a week or so to ensure the rubber is impervious to the fuel.)



Events

South Pacific Scale Masters – Shepparton.

The inaugural South Pacific Scale Masters event was held at Shepparton over the weekend of Friday 28th March to Sunday 30th March. The event was organized over the last 9 months or so by Brian Green of RCM News magazine. There were three categories to enter: F4C, Classic Scale and ARF. Classic Scale also had a team entry sub-category.



Glenn's Cessna 195 and Roger's Shoestring in the foreground. Apparently the Shepparton club is demolishing the canteen to the right of the picture and building a new one in its place off the club house.

Glenn and I (Roger) entered this event some months back via the RCM News web site. Glenn entered his Cessna 195 in Classic Scale while I entered my Great Planes Shoestring in the ARF category.

We set off from Ballarat at 5.00AM sharp on Friday morning after loading the models into the trailer the day before. Of course we stopped for breakfast at MacDonalds

in Bendigo; then it was straight on to the field at Shepparton, arriving around 8:30AM. After registering, the models were unloaded from the trailer and assembled ready for the first round of flying and also static judging for the Cessna 195 (Classic class).

The weather on Friday was absolutely perfect – clear blue skies with a gentle zephyr to define the runway direction. Round one of ARF was scheduled to get underway by 10.00AM and I think it actually started a bit before that so the event got off to a good start schedule wise which was good given that there were a lot of flights to get through. There were four rounds of ARF & Classic Scale and three rounds of F4C on the program. ARF had 12 entries, Classic 13 (2 of which were team entries) while F4C had 7 entries. That made a total of 121 competition flights to get through over the 3 days.



A shot of the pit area early on Friday morning.

The pilots entered in Classic were rostered to judge a round of ARF and likewise pilots entered in ARF were also rostered to judge a round of Classic. This is similar to what the APA do with the aerobatics and it seemed to work quite well. In fact it gives you something to do while not flying. F4C had its own set of pre arranged judges.

I was 5th up in the first round flown on Friday morning and managed a reasonable flight. Glenn's first flight was towards the end of round one of Classic which followed on from the ARF round. Glenn's flight came a little earlier than expected following the engine failure of Robert Popelier's P47 Thunderbolt.

The P47 was doing one of the early manoeuvres – might have been straight and level flight when the engine stopped as it headed over the north/south runway towards the access road. Rob guided the P47 down near the access track sustaining severe engine mount damage. (Rob is a local Shepparton member and planned to repair the model that night but unsuspected wing damage put an end to that idea late Friday night.) We were in the startup area at the time and heard the engine in the P47 and didn't think it sounded right but of course with a competition we all tend press on.

The only other mishap for the weekend was an ARF P40 Kittyhawk of Kobby Clarke's that crashed "big time" while doing a stall turn. It must have been too low and/or mushed at the stall point rather than turning via the rudder and impacted with the ground heavily.

Glenn was also relieved to get his first flight over with and managed a respectable score.

We were aware that one of our former club members Steve Reece had entered a Fokker Triplane in the ARF event and we were keen to catch up with Steve. Steve used to fly regularly on the APA contest scene several years ago but he now lives in Tasmania with his wife Tina and his interest has shifted to scale aircraft. His first flight in ARF was a couple of flights before mine but Steve found his APA presentation style didn't suit scale competition. As Steve gradually adjusted his flying style, his scores improved towards the end of the event.



Mike Farnan is pushing Ken Thomas's Tupelov TB3 Bomber out to the runway. Mike is to fly one of the release aircraft while Norm Edmunds pilots the Tupelov.

Ken Thomas entered his 1930's Tupolev TB3 four engine bomber in the team event. This aircraft carries two small fighter aircraft under the wings and takes three pilots to control the flight. Norm Edmunds a fellow Keilor club member piloted the Tupelov while Neil Addicot and Mike Farnan had a transmitter each to control the electric powered models. Releasing the models suspended under the wings is a manoeuvre like a bomb drop so the other two pilots had to be ready to take control once released. The electric 'release' models actually flew very well themselves and were flown around for a couple of minutes before landing. While all this was going on Ken had his RCM News photographer hat on and was taking pictures as he did for the other contestants.



Pete McDermott's (UK) Sopwith Snipe doing a straight and level pass in front of the judges. Model is powered by a four stroke twin and the dummy cylinders actually turn like the full size using the engine exhaust for propulsion.

After the first round of Classic it was the F4C entrants turn to fly. F4C had two overseas entrants namely Pete McDermott from the UK who is the current World Champion flying his Sopwith Snipe biplane and Brian Borland from New Zealand with his Miles Speed Hawk. Both aircraft were magnificent examples of their type and were flown extremely well. We were very interested in these aircraft as were the other contestants. The Sopwith Snipe has to be seen to be believed – it has an enormous amount of scale detail and is finished off in a very authentic manner. The other models entered were also extremely well presented and scored well in flying and static.



Brian Borland's (NZ) Miles Speed Hawk.

Round one of F4C was flown without any incidents notwithstanding the torpedo coming off Alf Williams Fairey Swordfish early in the flight. Not sure if the release mechanism failed or Alf accidentally released it on the transmitter. Alf decided to abort the flight and use it as his throw away round.

Seeing as F4C finished earlier than expected and the weather was perfect the CD decided to run round 2 of ARF which was scheduled for Saturday morning. I think some had to get their models out again after putting them away for the day. It was good to get that round in because it put a bit of fat into the program.

The flights were going through quite quickly. ARF and Classic had 12 minutes in total to complete their flight which included starting the engine while F4C had 17 minutes. (There was an extra minute for each extra engine.) The 12/17 minute maximum time overlapped with the previous entrant because your time started once landing was called. This system certainly reduced the usual time delay between flights.

Most entrants were staying at the Paradise Lakes Motel and we adjourned back there after the flying ceased around 5.00PM on Friday. The view out the back of the motel rooms overlooked a lake. There's a grassed area and BBQ facilities making the environment very pleasant indeed. While we were relaxing and talking a bit of bulltish a gaggle of ducks wandered up to the open sliding glass door, of course leaving a few customary trademarks.

After a few pre dinner drinks, Steve & Tina Reece, Glenn and I (Roger) rang for a taxi and went in to the Shepparton RSL for tea.



If it sounds like a duck, walks like a duck, smells like a duck it must be a duck! Looking out the back of the motel room we had a few visitors up from the lake. Accommodation at Paradise Lakes Motel was first class.

The next day (Saturday) it was all on again. We left the trailer and models at the field – Barry Thomas from Bendigo (Cessna 165) was camping at the field so it was safe to do so. The weather wasn't as good as Friday – it was overcast with a moderate breeze and the threat of rain all day. Fortunately the rain managed to hold off until we had finished the flying.



Damien Mould's very impressive Grumman A10 Warthog – model flies like it's on rails and generated a lot of interest.

Another model of note was Damien Mould's Grumman A10 Warthog twin engine turbine. This would be one of the smoothest flying jets that I've seen and the flight scores verified that. The model certainly generated a lot of interest and at one stage there were several pilots standing behind it in the pits warming their hands while Damien ran up the turbine before shut down.

Sunday morning saw the field shrouded in thick fog which prevented a 9.00AM start but it cleared a bit before 10.00AM. Being one round in front of the program there was no problem schedule wise. The final round of each category had to be flown – ARF, Classic then F4C.

After the final flight it was then time to present the trophies. There was a podium for the place getters to stand on and be photographed. Brian Green paid particular thanks to our overseas visitors and to all who contributed to make this competition a resounding success.



The winners of F4C on the podium – Pete McDermott (Centre), Tom Prosser (Right) and Dean Erby (Left). On the right is Brian Green (CD) and Brian Dart (far right) President of the Valley Radio Flyers (Shepparton Club).

We must thank the organizers, the sponsors, the helpers of which there were many and the Valley Radio Flyers (Shepparton Club) for hosting the event. The local members said it was the first weekend for a long time that the weather was suitable for flying so I guess we must thank the boss up top as well. Adding up the scores is a tedious task so we must acknowledge and thank the member who took on that job.

Going by the number of entries and the way everyone enjoyed the event it would have to be summed up as a resounding success and is sure of a place on the calendar next year. We understand that next year's event will be during mid March 2009.

BRMFC Open Day – 6th April

Well the Gods were on our side again this year, we could not have wished for a better day. I think that we must have had a record number of models this year and there was no problems keeping models in the air. The public sure got their monies worth.

It is always difficult to get enough help on open days but I am pleased to say that most of our members showed up on the day and were willing to work. Matt Porter was the driving force behind this year's event chasing up raffle prizes, the pilot giveaways and sponsorship amongst other things.

The canteen was flat out all day and the food stocks began to run low shortly after mid-day. We had to go into the supermarket for more bread and sausages to keep things going.



A panoramic shot of the pit area with Steve Green's Grumman Panther in the foreground.

It was pleasing to see pilots from many clubs around the state. Looking through the entry forms we had pilots from Hamilton, Bacchus Marsh, Geelong, P&DARCS, Greensborough, Warrnambool, Latrobe Valley, Lilydale, Croydon and Keilor clubs as well as our own members who numbered eleven. In total there were 34 registered pilots. Many thanks go to you guys – without you we wouldn't have a show.

We had a wide variety of models on display and the lolly drop was as popular as ever.

Max got the first lolly drop way off target sending kids into the out field to find the lollies. We then gave Max a bombardier's crash course and it did the job because the second lolly drop was right on target.



The kids out on the runway waiting for Max's lolly drop. This one was right on target! Nick kept an eye on the kids as they were shepherded through the pits.

The raffle went well. We had a stand at Stockland Wendouree on the preceding two Saturdays where we were able to promote our open day and sell raffle tickets.

The results of the raffle are posted on our web sight and can be found elsewhere in this newsletter.

Several of our members flew their models throughout the day, but unfortunately a couple had mishaps. The nose leg gave way on A1's Cirrus during take off and the model nosed in (how embarrassing), the other was Russell who had engine troubles just after takeoff resulting in some damage. I (Glenn) had four models on the flight line; Hornet, Cessna 195, Me 163 Komet and the little BAe Hawk. I had trouble with the Cessna resulting in a short flight. The engine cowl aluminium support brackets broke allowing the cowl to move forward coming into contact with the prop causing superficial damage to the cowl but ruining the prop. Bugger – Another expensive flight! Roger had four models as well namely the Shoestring, P39 Airacobra, Super Stearman and the Executive Single. Max had his lolly dropper (big Willy), yellow CAP and his fun fly model. Peter Evans put on a good show with his control line models and also his R/C planes. Matt flew his 3D model but didn't have any success with his motorized para-glider which he tested early in the morning. Rick flew his Striker when he was allowed out of the canteen. Nick was constantly in the air with his Boomerang Trainer. This was handy for Graeme commentating on the microphone

when plugging the raffle which had a ready-to-fly Boomerang as first prize.

Steve Green put on an exhilarating show with his turbine powered Panther. I'm sure most of the spectators were in awe when they saw its performance and flight capabilities. Steve also has the dubious honor of being the first to hit the haystack and also the pile of rocks thankfully not with the Panther but with a low wing propellor driven ARF model. We believe he'd been entertaining the crowd by flying around the haystack until he got too close.



Steve Green with the aftermath after hitting the haystack.

Other models of note were Wayne Miller's electric twin which put on a good flying display. Anthony Curzon flew his Bristol M1 consistently throughout the day. Murray Ellis kept the crowd enthralled doing low passes with his low wing petrol powered 'Ugly Stik'. On the last flight one wheel fell off on take off so everyone knew an eventful landing was imminent. Murray landed the 'Stik' short of the runway, the U/C leg dug in as expected, flipping the model over breaking off the tail. Murray wasn't too concerned and said it would be flying again in no time.

Ken Thomas was there to report on the event for RCM News so we may see an article in a future edition. He could be seen taking plenty of photos throughout the day.

Throughout the day there were some lucky giveaways to the pilots with names being drawn 'out of a hat'.



Andrew Smallridge from P&DARCS is preparing his Sopwith Camel for flight. Model won Best Military.

Phil Neiwand from Hamilton wrote off a small delta wing model after the event had officially wound up. Phil said he

was doing a tight turn up near Spredaeagle Road when he saw one of the fins break off. He suspects the resultant complete loss of control was caused by the fin hitting the on/off switch and drew this conclusion because the switch was off when he retrieved the wreckage. What a mess, haven't seen a receiver in such a sad state for a long time.

The roving judges (Graham Waterhouse and Murri Anstis) had the difficult task of picking winners in the various categories. The results are as follows:

- Best Military: Andrew Smallridge, Sopwith Camel
- Best Civilian: Anthony Curzon, Bristol M1
- Best ARF: Roger Carrigg, Super Stearman
- Best Flying Display: Steve Green, Grumman Panther
- Pilot's Choice: Steve Green, Grumman Panther



The trophy winners from left: Roger Carrigg, Steve Green, Anthony Curzon and Andrew Smallridge.

We must thank all members who contributed to the day's great success. There are too many to mention but they know who they are. However, special mention must go to Pam Pimblott and June Waterhouse for their efforts in the canteen and Janice Pope for selling the raffle tickets.

Coates Hire, Whitford Waste and Sound & Light Concepts (SLC) have been sponsoring our open day for many years now and we must express our appreciation to these local businesses. This time APCO in Main Road donated several bags of ice and Tip Top bakeries helped out with bread - their support is very much appreciated.





A well deserved moment to relax with a couple of beers after a very successful day.

When you go to another club's open day and it's all over you just pack up your models, hop in your car and go home. When it's your own show all the cleaning up and putting things away has to be done. There was an hour or so of work required but when that was over we sat down for a couple of well deserved beers and gave ourselves a pat on the back.

Now all we have to do is start planning next year's event!

P.S. Gordon Hicks has posted photos of the day on our web site <http://www.startek.com.au/brmfc/PhotoGallery.aspx>

Display Day Raffle

Whilst this was run in conjunction with our annual display day it needs to be reported on separately.

The raffle got underway on the 21st February shortly after we had secured the prizes. First prize was a ready to fly Boomerang Trainer complete with OS46AX engine and Hitec servos courtesy of Roj's Hobbies and a Multiplex 7 channel Tx/Rx package. Second prize was a portable DVD player courtesy of JB Hi-Fi Ballarat, while third prize was a torch set courtesy of G. Gay & Co Home Hardware.

Matt asked Graham Waterhouse to assemble the Boomerang and he did so in a very professional manner.



Club members at Stockland Wendouree on Saturday April 5th promoting the display and selling raffle tickets.

Books of tickets were distributed to members and a couple

of selling days were organized at Stockland Wendouree. The first being Saturday 29th March followed by Saturday 5th April. We managed to sell just on 200 tickets on these two occasions which is not to be sneezed at. Many thanks must go to the members who gave up their time to support these two events.

Janice Pope volunteered to sell the raffle tickets during our display and did a magnificent job.



The raffle is being drawn! It looks like we have some very interested onlookers.

The raffle was finally drawn at 3:15PM on Sunday April 6th in front of the pilots and spectators just as our flying display was being wound up.

The winners were:

- 1st Prize – Terry Weatherson, ticket number 0391.
- 2nd Prize – Steven Crowe, ticket number 0954.
- 3rd Prize – W. Davidson, ticket number 0897.

The club sincerely thanks all who supported the raffle making it a huge success. Once again we must express our appreciation to the sponsors Roj's Hobbies, JB Hi-Fi Ballarat and G. Gay & Co. Home hardware.

Bowlye Scale Rally – 12th/13th April

Five club members (Noel Findlay, Graeme Allen, Max Rowan, Glenn White & Roger Carrigg) set off at the crack of dawn on Friday 11th April for the long trip to Gundaroo just north of Canberra to participate in the inaugural Bowlye Scale Rally. The rally was held on Dick Smith's property known as Bowlye pronounced Bo-Wylie. Not knowing what to expect, we were all a little apprehensive about how it would unfold.



The restored Bowlye Flying Club facilities. Sorry for the arm(\$#@%) – it's the only photo I had.

The Bowylie Flying Club has a history that dates back to 1920 when the then owner of Bowylie Station decided that a flying club should be built to encourage local flyers. Some of the early presidents include Bert Hinkler, Keith Anderson and Sir Charles Kingsford-Smith. Dick and Pip Smith purchased the property and restored the Bowylie Flying Club over a 3 year period. The restored club house was opened on 1st November 1998.

The event was Dick Smith's idea which grew out of his fascination for scale model aircraft. He contacted the FSAAN (Flying Scale Aircraft Association of NSW) some time last year (don't know the timeline) and the event was born. John Kinnane of the FSAAN took up the cudgel and organized the event. All the entry details were posted on their web site and scale modelers from around the country were invited to enter. Model eligibility was much the same as for the Shepparton Mammoth event and pilots were required to be gold wings standard.

The trip took longer than expected as just north of Albury we ran into road works on the Hume Highway that stretched for 125km slowing us down to 60-80kph. (I seem to remember that duplicating the last stages of the Hume Highway was in a recent federal budget and they are certainly getting on with it.) We arrived at Gundaroo at 4:30PM with the intention of registering, but were just a bit too late, admin were packing up for the day. It didn't matter because we could register on Saturday morning. At least we had a chance to see the field and pit layout. Bowylie is a very impressive property with its flying club (full size) buildings and runway. While we were looking around Dick Smith arrived in his helicopter and landed up near the main hangar. After our long drive we were extremely envious!

We unhitched the trailers and left them at the field and drove to our accommodation at the Eaglehawk Holiday Park at Eaglehawk Hill which is about 20 minutes drive from Gundaroo, on the Federal Highway just on the outskirts of Canberra. By this time we were well and truly ready for a beer or two..... Bugger, we had to go into town (Canberra) and get supplies. Finding a shopping centre in Canberra in the dark proved more difficult than expected. After missing the turn off to the nearest shopping centre the holiday park recommended we finished up in the heart of Canberra and remarkably didn't come across any other supermarkets. Eventually we found our way back to the Dickson shops we were looking for, bought our breakfast tucker and the beeeeeer, then made our way back to the camp for a relaxing drink. For tea we walked up to the hotel next to the holiday park only to find the bistro full of aeromodellers. One of the attractions was the granite grill. Steak etc was served raw on a granite hot plate while it cooks in front of you to your own liking. Graeme never stopped grizzling but on reflection he said he enjoyed it.

On Saturday we were up early, Glenn cooked a good breakfast of bacon and eggs (obviously we behaved ourselves the night before) and were out at the field by around 8.00AM. We were soon registered and set up our models in the pre allocated pit areas. To get things underway there was a pilots briefing to outline the flying rules, thank Dick Smith and all the sponsors (all the

sponsors are mentioned at the end of this article). Dick Smith was introduced by John Kinnane and said a few words to welcome us to this inaugural event.



Dick Smith welcoming the modelers at the pilots briefing early on Saturday morning before the flying started.

There were just over 100 pilots and at least a 150 scale models of many types of aircraft. The flying was very similar to the Shepparton Mammoth Scale event in fact Shepparton members ran the flight startup area. It's not the place for the faint hearted when there are 8 large models in the air at the one time. As you can imagine models were queued up to get onto the runway. It's definitely not the place to have an engine that is not running properly. The last thing you wanted here was an engine out on takeoff.



Models queued up on the flight line waiting to fly. Looks like an F15, EuroFighter, A10 Warthog and a DC3.

Many pilots were finding it difficult to negotiate the sealed runway. There was also a problem with the grass bordering the runway being too long for all but the larger models. Undercarriage setup needs to be more refined to handle sealed runways – wheel alignment becomes much more critical, some toe-in on the main wheels for tail draggers etc. Nose wheel steering is also much more direct on a sealed surface so there mustn't be any slop in the linkages. (I see many models operating at unsealed flying fields that would behave like 'dogs' on a sealed runway.)

Max was first up out of the Ballarat group and had a nice flight but having fiddled with his radio and reset the model memory to its defaults a few days before he found that the elevator throw was set on low rates. When Max attempted to land he had no where near enough elevator travel to flair just before touch down and the Jenny hit the grass at a steep angle damaging the undercarriage and Max's pride. Not to be deterred, out came the tools and glue and before

long the Jenny was ready to go again with a little extra anhedral.



A local artist captured the moment on canvas!

Glenn had an anxious take off – he used most of the runway zig-zagging down until flying speed was reached and the Cessna was airborne. Maybe some toe-in on the main wheels of the Cessna 195 would help directional control on take off. Once in the air everything was okay, but more trouble loomed on the touch down, Glenn landed on the far side of the runway and got into a bit of rough ground causing the Cessna to nose over breaking the prop (bugger – another expensive flight).

Graeme had two successful flights for the day with his Super Cub as did I with my Cessna 182. Later on in the day it was nice to see Noel flying his trusty Gypsy Moth which hadn't flown for 5 years.



This shot is taken from the front of the Bowylie Flying Club facilities looking south over the taxi way and the model pit area. The runway is difficult to see but is on the right running north/south.

At 11.00AM on both days the turbine pilots had an hour to themselves and put their impressive machines through their paces. There were also a couple of demonstration flights of a glider being towed up by a 1/3 scale electric powered Cub. On Sunday around midday there was a demonstration for the public of scale aerobatics by a big Sukhoi – probably around 45% scale. The young pilot really knew his stuff!

Sunday was a carbon copy of Saturday. The weather was absolutely perfect, after a bit of early morning rain which settled the dust. After a few laps of the property in his motorized hang glider (before the models took to the air), Dick Smith then fired up the boiler on his steam locomotive (see photo) and took people for a ride on the train which meanders throughout the property. All the modellers were invited to wander through the gardens and

look through the memorabilia of the Bowylie Flying Club. Dick also gave some talks at regular time slots during the weekend about his career and the Bowylie Flying Club.



The Bowylie Light Railway meanders through the property's idyllic gardens.

Events such as this give you a chance to catch up with a lot of familiar faces. Noel Whitehead was there with his new Top Flite large scale Corsair but had some difficulty keeping it straight on the runway during takeoff when his view was obscured by the other pilots. Being a new model Noel decided to abort the take off – it was hectic on the flight line at times and wrestling with a new model would not be easy. Frank and Anthony Curzon, Anthony Mott, John & Ian Lamont, Terry Weatherson and Gary Sunderland to name a few were all there. Anthony Curzon had a mishap with his Bristol M1 that was at our field on our open day. I think the engine failed causing an impromptu landing in the ditch alongside the runway resulting in some damage to the tail plane. I'm sure it will be flying again shortly.



Clive Hodder's Cessna 421 Golden Eagle took 2nd place in Civil Post WW2 category. It's a huge model and is very impressive in the air and on the ground.

As to be expected there were a few serious mishaps. I don't recall any on the Saturday but there were a few on Sunday. A Laird Turner got into difficulty after take off and crashed at the end of the runway. A large Cessna (about 1/3 scale possibly a 172) was doing a 180 degree turn while in the circuit over the end of the runway when it tightened up in the turn and went down hitting one of the small cypress trees that line the runway perimeter. I saw this happen, probably the pilot didn't hear the engine quit over the noise of the other models and stalled the aircraft while in a fairly steep bank. But given the amount of flying, there were few incidents overall.

Throughout the two days pilot registration numbers were drawn 'out of a hat' and substantial prizes were awarded to

the lucky entrants. The first prize drawn was a Saito 36cc four stroke petrol engine which was featured in the last edition of Airborne magazine. This is a \$1300 prize – Wow! Glenn won an ARF electric model kit of a Boeing 777, I (Roger) won a \$75 voucher supplied by Aussie Bolts & Bits (You can visit their web site at: <http://www.ausbolts.com.au>). On return of the Pilot's Choice forms each entrant received a \$50 voucher from Hstore Hobbies. (<http://www.hstore.com.au>)

Flying finished on Sunday at around 2.00PM and trophies were awarded to the winners of the various categories. The last award was the Pilot's Choice and we were proud that our own fellow club member Noel Findlay won with an overwhelming number of votes for his magnificent Bristol Bulldog. Congratulations Noel – you deserved it. See further on in this newsletter for the table of results.



Dick Smith congratulating Noel on his win. (I just snuck in the picture in the background while cleaning my Cessna.)

It looks like this may become a bi-annual event and if so it will be well worth attending.

Finally we must thank Dick Smith for initiating and hosting the event on his property; John Kinnane and the FSAAN for organizing the event and all the sponsors who dug deep to make it all possible; Greg Tracy for his tireless work as master of ceremonies both at the field and at the Saturday night dinner.

For the record, the generous support of the following sponsors made the event possible: Dick Smith, Aussie Bolts & Bits, Austars Models, Echo Point Holidays, Flying Scale NSW, Hobby Headquarters, Hstore Hobbies, Model Aero Products, Model Engines, Model Drafting Services, O'Reilly Model Products, MVVS, RCM News and Saito Engines.

In bringing this article to a close we must mention that the event raised several thousand dollars for the local Gundaroo community. Some of the products donated by the sponsors were auctioned at the dinner held on Saturday night at the Gundaroo Hotel raising just over \$2100. The local community ran the catering stalls and they seemed to be busy all day long so no doubt they did quite well. It all helps to raise the profile of aeromodelling.

From what I gather, the event wasn't originally to be promoted to the public. However leading up to the event some limited advertising was undertaken resulting in a good spectator attendance. The public wouldn't realize just

how lucky they were to be treated to such a magnificent array of scale model aircraft all assembled in the one place.

I'm sure BRMFC will be well represented again next time.

P.S. We'll post more photos of the event ASAP on our web site <http://www.startek.com.au/brmfc/PhotoGallery.aspx>



Coming Events

WW2 and Military Scale Event – Wagga Wagga

Several of us are going to Wagga for the annual WW2 and Military Scale Event held over the ANZAC weekend. This is an event well worth attending just to see the superb models entered. We are going up on Friday 25th April and coming home on Monday 28th April and staying at Easts Caravan Park Wagga Wagga.

VFSAA State Champs Large and Standoff Scale

BRMFC is hosting the VFSAA State Champs Large and Standoff Scale at our field on **Sunday May 4th**. Naturally the field will be closed to normal flying but it is well worth it to see interesting scale aircraft. As usual we will have the canteen running.



Event Calendar

April 19 th -20 th	Electric Flight W/E – Geelong.
April 20 th	VFSAA Scale Rally - Lilydale.
April 23rd	BRMFC Meeting.
April 25 th -27 th	WW2 and Military Scale Event – Wagga Wagga.
April 25 th -27 th	30 th F3A Australian Masters (Vic Pattern Assoc) – Shepparton.
May 4th	VFSAA State Champs Large and Standoff Scale at Yendon (Ballarat)
May 4 th	Twins and More by NFG – State Field
May 18 th	Fun Scale Fly-in (Mid May Muster) – Bairnsdale
May 28th	BRMFC Meeting.
May 24 th /25 th	Inaugural Autumn Scale Rally – Albury.
May 24 th /25 th	MAAA Council Conference – Hobart.
June 7 th /8 th	VFSAA Trophy – Shepparton.
June 25th	BRMFC Meeting.
June 29 th	VFSAA Round 4 – State Field
July 23rd	BRMFC Meeting (AGM).
August 10 th	VFSAA Scale Rally – Greensborough.
August 23 rd /24 th	VFSAA Scale Rally – Albury.
August 27th	BRMFC Meeting.
Sept. 20 th /21 st	Mammoth Scale Fly-In – Shepparton.
Sept 24th	BRMFC Meeting.
October 26th	ARF Scale Event – BRMFC.

That's all for now. Good flying.

G.W & R.C.

Results of the South Pacific Scale Masters at Shepparton

ARF Results

Entrant	Aircraft	Round 1	Round 2	Round 3	Round 4	Total	Placing
Steve Green	Grumman Panther	0.00	814.50	840.16	818.50	829.33	1
Neil Addicot	Grumman Panther	821.66	0.00	744.16	825.83	823.74	2
Mike Farnan	Cessna 182	778.83	738.16	771.16	816.66	797.74	3
Cliff McIver	Big Red Pitts Special	791.00	738.83	792.83	777.16	791.91	4
Roger Carrigg	Shoestring	764.50	761.00	775.00	760.50	769.75	5
Cliff Fiddes	Piper Cub	763.83	649.16	679.33	778.33	757.58	6
Peter Bailey	Extra 300	629.00	729.83	724.66	748.00	738.91	7
David Anderson	??	656.66	653.33	670.66	787.16	728.91	8
Stephen Reece	Fokker DR1 Triplane	696.66	609.00	595.83	754.83	725.75	9
Matthew Bailey	Cessna 182	690.66	630.50	649.16	784.33	719.33	10
John Kinnane	Pitts Special	613.33	0.00	618.83	755.50	687.16	11
Knobby Clarke	P40 Kittyhawk	326.00	0.00	0.00	0.00	163.00	12

Classic Results

Entrant	Aircraft	Static	Round 1	Round 2	Round 3	Round 4	Flight Score	Total	Placing
Damien Mould	A10 Warthog	95	876.33	908.83	821.66	0.00	892.58	987.58	1
Andy Bolle	Wilga 35	80	820.66	843.16	0.00	781.50	831.91	911.91	2
David Brown	Grumman Panther	70	0.00	810.33	742.66	0.00	776.50	846.50	3
Barry Thomas	Cessna 165	75	774.33	760.00	676.50	678.66	767.16	842.16	4
Glenn White	Cessna 195	85	731.50	735.16	722.33	765.33	750.24	835.24	5
Brian Hutchinson	Fairey Swordfish	75	0.00	692.50	709.50	760.83	735.16	810.16	6
Robert Zyp	Sopwith Triplane	100	676.00	716.00	0.00	690.50	703.25	803.25	7
Barry James	Tiger Moth	70	676.00	724.16	649.16	649.33	700.08	770.08	8
Derek Slevin	Piper Pawnee	42	677.00	698.00	698.16	750.00	724.08	766.08	9
Stewart Brackley	Piper Pawnee	70	739.00	0.00	0.00	0.00	369.50	439.50	10
Robert Popelier	P47 Thunderbolt	40	66.00	0.00	0.00	0.00	33.00	73.00	11
Classic Team									
Cliff & Daniel Walters	DH 82 Tiger Moth	100	710.66	699.83	634.16	771.83	741.24	841.24	1
Ken Thomas	Tupelov TB3 Bomber	66	767.50	656.66	745.66	736.16	756.58	822.58	2

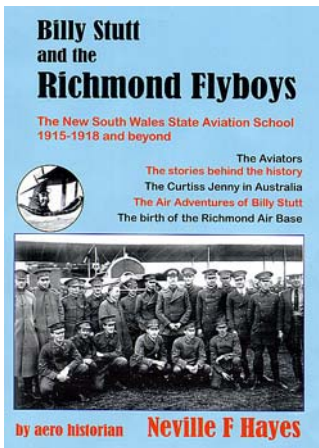
F4C Results

Entrant	Aircraft	Static	Round 1	Round 2	Round 3	Flight Score	Total	Placing
Pete McDermott	Sopwith Snipe	2831.46	2737.50	2672.00	2492.00	2704.75	5536.21	1
Tom Prosser	Pace Spirit	2731.50	2538.50	2617.50	2584.50	2601.00	5332.50	2
Dean Erby	Albatross	2782.50	2461.00	2592.00	2414.00	2526.50	5309.00	3
Brian Borland	Miles Speed Hawk	2560.14	2336.50	2550.50	2594.50	2572.50	5136.64	4
Graham Harrod	D.H. Chipmunk	2592.96	2241.50	2519.00	2423.50	2471.25	5063.71	5
Alf Williams	Fairey Swordfish	2568.00	243.00	2415.50	2428.50	2422.00	4990.00	6
Gary Sunderland	Pfalz DXH	2094.57	2178.00	2210.50	2176.50	2194.25	4288.82	7

Results of the Bowlye Scale Rally at Gundaroo

Category	1st	Aircraft	2nd	Aircraft	3rd	Aircraft
WW1	Robert Zyp	Sopwith Triplane	Marty Cochrane	Sopwith Pup	Phil Crandon	Albatross DV5
WW2	Phil Crandon	Fiesler Storch	Ross Woodcock	Hawker Sea Hurricane	Stan Begg	Curtis P40N
Civil Pre WW2	David Balfour	Handley Page HP42	Mike Farnan	De Havilland Comet	Reece Trudgen	Taylorcraft
Civil Post WW2	Tom Prosser	Pace Spirit	Clive Hodder	Cessna 421 Golden Eagle	Kel Thomas	Morrissey Bravo
Military	Andrew McKinney	Boeing Stearman	John Crockford	Loening M8	Peter Coles	GB Y
Turbines	Dave Burns	L39 Albatross	Chris Venter	A10 Warthog	Neil Addicott	Grumman Panther
Model of the Meet	Noel Findlay	Bristol Bulldog				

While we were running our stand at Stockland Wendouree on April 5th promoting our open day we had a visit from the publishers of a book on the early history of Australian Military aviation. I'm sure many people in the modeling fraternity would find a book such as this extremely interesting.



Billy Stutt and the Richmond Flyboys is the result of 25 years of research by noted Australian WW1 Aero Historian Neville Hayes. It is the often overlooked story of the training of pilots at Richmond, New South Wales, for service in World War 1.

While the Defence Department's Central Flying School at Point Cook struggled to keep training planes in the air, the NSW Government put together an Aviation School on Ham Common at Clarendon, west of Sydney, complete with land, buildings, aircraft, experienced instructors and mechanics, to train pilots for service abroad.

With no training planes available from England, NSW turned to the USA's Curtiss Jenny. The Curtiss machines proved a superb choice, and under the guidance of ace Melbourne-born aviator and Chief Instructor W J 'Billy' Stutt turned out more pilots than England knew what to do with.

After the War the land and buildings became the fledgling Richmond Air Base, the top arm of Aerial Defence in Australia.

Liberal interspersed with many previously unseen photographs, the work is less a traditional history presentation and more the bringing to life the story of the student pilots, the part they played in the Great War of 1914-18, and the politics behind the scenes.

It tells the story for the descendant families, many of whom know little more than 'he said he was a flyer'. And keeps alive the names of those who served the nation, some of whom paid the supreme sacrifice.

Profiles the aviators and ground staff, the Curtiss Jenny aircraft, the 6 courses conducted, and provides a rare glimpse of the life story of W J 'Billy' Stutt, and the birth of the Richmond Air Base.

Also a run-down on what happened to the Jennies when the war ended.

322 pages with index, 400 photographs

RRP \$37.50

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