



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.startek.com.au/brmfc

Inc. No. A0001288M

NEWSLETTER – June, 2007

Committee 2006/2007

<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>	Hugh McCormick	(5333 3448),
<i>Treasurer</i>	Rick Pimblott	(0417 424 819)		Graham Waterhouse	(0417 377 099)
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<i>Publicity Officer</i>	Gordon Hicks	(0427 033 981)		Roger Carrigg	
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The next meeting of BRMFC is to be held out at the flying field on Wednesday June 27th 2007 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. Field Maintenance
2. Club Uniforms
3. Bunnings – Sausage Sizzle
4. Rotary – Hobbies & Interests
5. Mid Year Club Dinner
6. Club Fees

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. Field Maintenance

- a) Light outside shed – Max reported that Rob had the outside lighting under control (just waiting for it to fall off the truck!).
- b) Runway improvements – The work on the runway has been re-scheduled for Friday 1st June and the working bee will now be on Saturday 2nd June. Roger to send out an email to all members. Take rake and shovel 9 am onward, BBQ lunch provided.
- c) Mowing – Max to mow runways this weekend (26th/27th)

2. Club Uniform – item acquisition

Gordon has several items for sale:

Hats (9 in stock) \$17.00

Jackets \$57.00

Polo Shirts \$30.00

Polo fleece \$47.00

Reversible Vests \$47.00

To have club name printed on the back an extra \$7.70

Your name will be provided free under the logo but only for the first orders.

All orders through Gordon with sizes.

Roger to email list to all members.

Gordon also has some heated stainless steel mugs for sale (plug into cigarette lighter) with club logo on the side, they are \$25.00 each. It was also suggested that they might be used as trophies at coming events.

3. Club Fees – MAAA/VMAA Component

Should be known early in June (Has been mentioned in newsletter)

We've previously moved that our component increases by the CPI.

March 2006 Quarter to March 2007 Quarter = 2.4% (Source: ABS web site)

Senior member 2006/7 = \$74 therefore 2007/8 = \$74 + \$1.77 rounded to nearest \$ = \$76

We will have an all up figure by the next newsletter/meeting.

4. Fund raising – Sausage Sizzle

Secretary has sent off application letter to Bunnings requesting a date for sausage sizzle this year.

They are booked out until 31/8/2007 and for 1/9/2007 to 31/12/2007 they will randomly draw out names of organizations that have applied to allocate dates. Hopefully we will be lucky but whatever date we get we will have to be satisfied.

5. Rotary – Hobbies & Interests Expo

We have been invited by the Rotary Club of Wendouree to take part in their inaugural Hobbies & Interests for Men & Boys Expo.

What: Hobbies & Interests for Men & Boys Expo.

When: 14th October 2007 (Sunday)

Where: Wendouree Netball Stadium and surrounding grounds.

Cost: \$10

It was agreed that we should participate at this expo with a static display.

Roger to get back to Rotary and get more information e.g. size of site and whether there is power available.

6. Garage Sale

Murri Anstis noted that there was to be a garage sale of modelling items belonging to the late John Hobly (a former member of Haddon).

The sale is to take place on Saturday 2nd June at 22 Saint Swindons Ave. Lake Gardens from 9.00am.



Club Merchandise



Gordon is taking orders for these heated travel mugs with our club logo engraved on the side.

If you are interested contact Gordon and place your order. Cost is \$25 of which a small commission goes to club coffers.

Gordon can be contacted on 5337 6398, 0427 033 981 or grov@dodo.com.au

So far they are proving quite popular with several members.



Club Fees 2007/8

We have recently received the MAAA/VMAA fee structure for 2007/8 financial year from the VMAA Secretary. It's nice to see that the insurance component must at last be dropping significantly otherwise the MAAA component would not have fallen. The affiliation fees are as follows with last year's in ():

	<u>MAAA</u>	<u>VMAA</u>	<u>Total</u>
Seniors	\$70 (100) +	\$39 (34) =	\$109 (134)
Pensioners	\$70 (100) +	\$39 (27) =	\$109 (127)
Juniors	\$35 (50) +	\$27 (22) =	\$62 (72)

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March 2006 Quarter to March 2007 Quarter = 2.4% (Source: ABS web site)

Senior member 2006/7 = \$74 therefore 2007/8 = \$74 + \$1.77 rounded to nearest \$ = \$76

Our senior membership for 2007/8 will be 109+76 = **\$185.**

The membership payment form for 2007/8 is included with this newsletter.

Remember fees fall due on the 1st July; prompt payment would be appreciated so that we can send off affiliation fees to VMAA on the one cheque.



Field Maintenance

It's been decided to postpone laying the runway matting until the weather improves next spring. Max was worried that any major earthworks could cause unflyable conditions due to the mud being churned up by heavy machinery.



Club Dinner

It was suggested at the last meeting that we look at having a Christmas in July dinner one weekend. If you have any suggestions for a venue let us know at the next meeting.

Tentatively we are thinking of Saturday 21st July.

New Member

Wayne Miller has just joined the club and has been seen at our field recently flying his electric models. Wayne has moved to Ballarat from Noarlunga S.A and brings lots of modeling experience to the club being an MAAA instructor and heavy model inspector. We take this opportunity to welcome Wayne into the club and wish him all the best.



VMAA News

State Field – A suggestion (for discussion only) was put forward at the June VMAA Executive meeting that the VMAA use some of its cash reserves to purchase the State Field from the MAAA. The VMAA could put up \$50k and repay \$10-15k per year by increasing member's fees. This would give a return to the MAAA to assist its financial revenue base and aid the possible future purchase of another state field for Victoria. The VMAA has sent a letter to the MAAA requesting a purchase price for the State Field. Since the MAAA has not had an executive meeting to discuss this proposal combined with the change over of the Federal Secretary this matter has been deferred until August-Sept.

Country Meeting – The VMAA Executive plans to make another country visit. The purpose is to introduce the Executive to country members and explain how the VMAA operates. The VMAA would like to hear from any country club that would like to host a VMAA Executive meeting.

VMAA Directories – The VMAA currently has just over 1300 directories in stock but unfortunately are getting out of date. Approximately 400 are handed out each year to new members. It was decided that a re-print be scheduled for October 2008 and all existing directories be distributed over the next 12 months. These will also be distributed to hobby shops as a way of encouraging new members.



New Models seen at field

Murray Johnson brought a new model out to the field on Sunday 3rd June for its maiden flight. I asked Murray for some details on the model and he has been kind enough to supply us with the following info

Dornier Do27 is a German design short take off and landing craft used by defence forces for over 30 years after the second world war, found popular use as a parachute drop plane in recent times, hence the Pirelli advertising.



Murray Johnson's new Dornier ARF. Had some U/C problems on its first outing but Murray has fixed that and by all reports it flies okay.

The model is built by VMAR and is pretty close stand off quality, 1800mm wingspan, powered by O.S 70FS for first flights then a 52 Magnum should do the job. Model has flaps designed to help the low speed flying characteristics. However of special note is the fact that there is no dihedral in the wings, which could cause some instability.

Murri Anstis was asked to test fly the model but the flight proved unsuccessful because the landing gear legs were too flexible and it effectively started to "walk" making directional control virtually impossible. Murri aborted the take-off and inspection showed the L/G legs need considerable strengthening. Landing gear still tends to be the nemesis of ARF models. Murray has since advised us that the Dornier was successfully test flown on the Queen's birthday weekend.



Wayne Millers' C160 Transport with two electric motors.



Crash Report

Most people have trouble with things like engine cutting but A1 (aka Graeme) can't seem to get wheels to stay on. Half through a flight with the Harrier 3D port main wheel was seen falling to the ground. Glenn saw it fall and with the help of others managed to find it. Graeme managed to land the Harrier minus a wheel without causing any damage.



Why is it so – why my wheels always fall off? Because you don't file a flat on the axle \$%#head!!!

However later in the day he wasn't so fortunate. After another flight the Harrier had landed and was stationary just off the side of the runway when Max landed his resurrected pattern model, ran off the runway and not seeing the Harrier went up its "kyber". Minor damage was done to the pattern ship but the Harrier being a lightly built model sustained damage to the fuselage longerons and elevators.

Just prior to that incident Max test flew his refurbished pattern ship and came to grief on landing when the nose wheel got caught in cape weed in the centre section of the field causing it to nose over breaking the plastic wing bolts and ripping off the rudder. Just as well Glenn had his new flight box because he had the bits and pieces Max needed to get the model in the air again (A1 might not agree).

We are not sure when but by all accounts Graham Waterhouse had a spectacular crash with his new Stik. Whilst coming in to land from the east he got all mixed up (a senior moment) and put in the wrong control resulting in the Stik flying through the fence around the compound. From the description there wasn't much left. Graham hasn't had much luck with his Stik lately; this was only its second time out.



Tips & Tricks

I received this info on WD-40 via email from Phil Neiwand of the Hamilton Club. I guess we can't vouch for its authenticity but it sounds believable.

Water Displacement #40 – The product began from a search for a rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three

technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40. The Convaire Company bought it in bulk to protect their atlas missile parts.

Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you.

When you read the "shower door" part, try it. It's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It's a miracle! Then try it on your stovetop... Voila! It's now shinier than it's ever been. You'll be amazed.

Here are some of the uses:

- 1) Protects silver from tarnishing.
- 2) Removes road tar and grime from cars.
- 3) Cleans and lubricates guitar strings.
- 4) Gives floors that 'just-waxed' sheen without making it slippery.
- 5) Keeps flies off cows.
- 6) Restores and cleans chalkboards.
- 7) Removes lipstick stains.
- 8) Loosens stubborn zippers.
- 9) Untangles jewellery chains.
- 10) Removes stains from stainless steel sinks.
- 11) Removes dirt and grime from the barbecue grill.
- 12) Keeps ceramic/terra cotta garden pots from oxidizing.
- 13) Removes tomato stains from clothing.
- 14) Keeps glass shower doors free of water spots.
- 15) Camouflages scratches in ceramic and marble floors.
- 16) Keeps scissors working smoothly.
- 17) Lubricates noisy door hinges on vehicles and doors in homes
- 18) It removes black scuff marks from the kitchen floor! Use WD-40 for those nasty tar and scuff marks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.
- 19) Bug guts will eat away the finish on your car if not removed quickly! Use WD-40!
- 20) Gives a children's play gym slide a shine for a super fast slide.
- 21) Lubricates gear shift and mower deck lever for ease of handling on riding mowers.
- 22) Rids kid's rocking chairs and swings of squeaky noises.
- 23) Lubricates tracks in sticking home windows and makes them easier to open.
- 24) Spraying an umbrella stem makes it easier to open and close.
- 25) Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
- 26) Restores and cleans roof racks on vehicles.
- 27) Lubricates and stops squeaks in electric fans.
- 28) Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.
- 29) Lubricates fan belts on washers and dryers and keeps them running smoothly.
- 30) Keeps rust from forming on saws and saw blades, and other tools.
- 31) Removes splattered grease on stove.
- 32) Keeps bathroom mirror from fogging.
- 33) Lubricates prosthetic limbs.
- 34) Keeps pigeons off the balcony (they hate the smell).
- 35) Removes all traces of duct tape.
- 36) Folks even spray it on their arms, hands, and knees to relieve arthritis pain.

- 37) Florida's favourite use is: "cleans and removes love bugs from grills and bumpers."
 - 38) The favourite use in the state of New York WD-40 protects the Statue of Liberty from the elements.
 - 39) WD-40 attracts fish. Spray a LITTLE on live bait or lures and you will be catching the big one in no time. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose. Keep in mind though, using some chemical laced baits or lures for fishing are not allowed in some states.
 - 40) Use it for fire ant bites. It takes the sting away immediately and stops the itch.
 - 41) WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.
 - 42) Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and re-wash. Presto! Lipstick is gone!
 - 43) If you sprayed WD-40 on the distributor cap, it would displace the moisture and allow the car to start.
- P. S. The basic ingredient is **FISH OIL**.



Events

VFSAA Trophy 9th/10th June - by Gordon Hicks

The "Away Gang" set aside 2 days of the Queens Birthday weekend to check out a round of the VFSAA Scale competition held at Shepparton.

The event has two notable categories, ARF and Everything else! Roger thought he'd have fingers in both pies by flying his old faithful Bell Airacobra and his ARF Shoestring. Glenn flew his very new Cessna 195, Graeme (A1) flew his faithful ARF Super Cub, and Rick flew his ARF Macchi Veltro M.C. 205. It almost seems that Rick gets bored with flying any model twice in the same month these days and didn't disappoint with his newest addition to his hangar.



Here's a line up of our club members who participated in the event with their models – handsome lot aren't they!!!

Saturday started with Roger, Glenn and me leaving for Shepparton around 6am. After Roger took us on a scenic diversion of some of the less seen streets of Creswick we eventually met up with Graeme (A1) at a Golden Arches in Kangaroo Flat for brekky and then on to Shepp, and apparently passed Rick and Pam along the way too, who saw us snubbing our way along and took off in hot pursuit! Somehow along the way Graeme, Rick and Pam all ended up out at the Shepp field well ahead of us, but found that the field gate was just being opened therefore having plenty of time to set up. By the time we arrived the event was ready to start and the pilots briefing got underway just as we finished unloading the models from the trailer.

On the way up Glenn had been pondering the weather (Getting more and more nervous as we got closer to the field!!) and as much as he wished for a good day he also needed a stiff breeze to slow his model down for a landing. Upon starting it was obvious that the Pom had got what he wished for and yet still he fretted. It didn't help that one of the first and smaller entrants of the day, a Bristol Finch??, had a very short lived flight consisting of a very vertical takeoff and a sudden vertical landing err crunch. The plane ended up behind the judges and halfway to the pits and left a scattering of bits in the impact zone and not much else. It seemed to be caused by a trim setup problem just from looking at what happened, but nothing more was known. Rick too was to have problems with his first flights when he tried to put his undercarriage up. One wheel was proving stubborn and didn't want to fold up into the wheel well. Rick wisely decided to fly with the wheels down



until he could solve the problem, sacrificing his score, but not the chance to land the plane safely! Graeme and as usual, Roger had relatively uneventful first flights and apart from the odd balloon or two in the landings they had nothing to write home about. (See Glenn with his electric starter in hand – didn't work)

Up till now the ARF's had been flying first, owing to them not having to be statically judged which meant everyone had flown except Glenn. Glenn's beast of a Zenoah proved to be a handful to start during Saturday and Glenn brought along a retrofitted 24V battery hammer drill to try combating this, but found the strong-arm method to be the only answer on the day.



Glenn bringing the Cessna 195 in for a low slow fly past.

Once coaxed to life however the Cessna is hard to stop, even at idle it wanted to creep forward which meant that on his first landing, even with the stiff breeze, Glenn found the ditch at the end of the runway where the large craft settled.

Through the whole of Saturday the lads had a pretty good day, which saw two rounds flown and both Roger and Glenn near the top of the rankings in the ARF and Scale categories (though there was some confusion to how many sides are in a rectangle - not going to mentioned Glenn's name!!). A good meal at the club only a block away from the motel followed by some wine and good conversation back at Rick and Pam's room capped of a very good day.



A line up of all the pilots and models entered, from left Trevor Pugh, Gary Sunderland, John Lamont, Glenn White, Roger Carrigg, Rick Pimblott, David Law, Graeme Allen, Ian Lamont, David Anderson, Bruce Thompson and Brian Whelan. Noel Whitehead and Alistair Heathcote must have been AWOL when picture was taken.

Sunday proved to be a stunner weather wise, although out at the field one flyer had to leave due to rising flood waters threatening his house. We heard of the overnight severe storms and flooding that occurred up towards Sydney and Newcastle on the morning news. This meant that the original 15 aircraft were now down to about 12. It seemed that Glenn's plane wanted a longer sleep in and refused to start. After many attempts by both Glenn and David Law a few mixture and idle adjustments were made and a little perseverance paid off.



Rick getting the Macchi ready for another round ably assisted by Graeme – Not sure what Rick's looking for with his right hand!!!

Two rounds were flown for the day to cap off the Competition. (Full results below) Roger managed to bag

for himself a well deserved trophy for coming 1st in the ARF category. At the presentations there were also three raffles drawn. The prizes for the raffles were a Dremmel, an ARF Decathlon and an ARF Comet. Whilst there were numerous tickets bought on the day, the only winner present on the day was our Glenn, and he bought the ticket back when we hosted a round at our field months prior.



Here's Glenn with the VFSAA raffle prize that he won. Glenn was all smiles until he started to work out how much it would cost to get it in the air. I guess we'll have a Comet beating up the strip soon.

Of course he had to walk away with the 88" wingspan comet!! (See pg 3 of the latest Airborne) The others didn't go home empty handed though with some very nice goodie bags handed out. After the presentations were over we packed up and headed home, with Monday, the public holiday, free.

Results – We flew four rounds in both scale and ARF. In the scale section the models were statically judged which has an enormous bearing on the overall result and rightly so because the event takes into account the building of the model. The ARF section is judged on flying only.

A couple more photos from Shepparton – David Law taxiing the Pitts back to the pits and Pam helping Rick get the Macchi going. Unfortunately Rick was plagued with motor problems all weekend from muffler coming loose (Stripped thread) and engine failures during the rounds resulting in low overall scores.



Scale event

Entrant/Model	Flt1	Flt2	Flt3	Flt4	Static	Total
David Law (Pitts Special)	1339	1436	1381	1397	1674	3090.5
J. Lamont (Percival Gull)	1226	1148	1106	1339	1725	3007.5
B. Whelan (Corby Starlett)	1166	1294	1293	1309	1665	2966.5
G. Sunderland (Fokker D7)	836	1248	1198	1426	1515	2852.0
Glenn. White (Cessna 195)	1261	1393	1301	1339	1221	2587.0
Roger Carrigg (P39)	1229	1371	1381	1444	1080	2492.5
A. Heathcote (Citabria Pro)	1120	1177	-	-	1170	2318.5

ARF event

Entrant/Model	Flt1	Flt2	Flt3	Flt4	Total
Roger Carrigg (Shoestring)	1439	1489	1528	1510	1519.0
David Anderson (Katana)	DNS	1381	1224	1416	1398.5
Trevor Pugh (Staudacher)	1115	1318	1464	1397	1391.0
Graeme Allen (Super Cub)	1206	1271	1199	1324	1299.0
Ian Lamont (Corby Starlett)	1207	1172	1159	994	1189.5
Rick Pimblott (Macchi)	797	635	660	940	868.5
Noel Whitehead (Extra)	-	-	-	-	-
Bruce Thompson (Sopwith)	-	-	-	-	-



Event Calendar

- June 24th VFSAA Sportscale Round 5 – State Field Darraweit Guim.
- June 27th **Club meeting at Field.**
- July 1st Membership Fees due.
- July 7th/8th F3A Aerobatics – Melton.
- July 8th Scale Rally – Yarra Glenn.
- July 22nd VFSAA Sportscale Round 6 – State Field Darraweit Guim.
- July 25th **BRMFC AGM.**
- August 12th Scale Rally – Greensborough.
- September 15th/16th Mammoth Scale – Shepparton.

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





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Inc. No. A0001288M

MEMBERSHIP PAYMENT FORM – 2007/2008

Surname First Name Middle Name
 Address City Postcode
 Phone: Home: Business: Mobile:
 Email Address:
 M.A.A.A. Registration Number: AUS Date of Birth:
 Partners Name Occupation/Skills
 Transmitter Frequencies Used:

Tick membership type below and write amount applicable in column on right hand side of sheet.

Note: Pension rates with 10% discount, are shown in brackets (). Proof of pension entitlement (**Government Concession Card**) must be provided. Includes MAAA insurance charge for all member categories.

New member. (Existing members ignore this)
 Joining fee **\$10.00 + \$10.00** refundable gate key deposit (receive starter pack)----- Amount: \$

Senior member plus VMAA fee. – Benefits: Voting rights, gate key & newsletter.
 Definition: Any person 18 years or over on 1st July 2007.

Club	\$76.00	(\$68.50)	
<i>VMAA</i>	<i>\$109.00</i>	<i>(\$109.00)</i>	
Total	\$185.00	(\$177.50)	----- Amount: \$

Senior member – Benefits: Voting rights, gate key & newsletter.
 Definition: Any person over 18 years.
 VMAA fee is paid through another club and you intend to fly regularly at our field.
 Name of other club:.....
 Club **\$76.00 (\$68.50)**----- Amount: \$

Junior member plus VMAA fee. – Benefits: Voting rights, gate key & newsletter.
 Definition: Any person under 18 years on 1st July 2007.

Club	\$38.00	(\$34.00) – 50% of senior membership fee	
<i>VMAA</i>	<i>\$62.00</i>	<i>(\$62.00)</i>	
Total	\$100.00	(\$96.00)	----- Amount: \$

Associate member – Benefits: Gate key & newsletter. VMAA fee is paid through another club and you intend to fly infrequently at our field. Probably live remotely. (2/3 of senior member fee.)
 Name of other club:.....
 Club **\$50.00 (\$45.00)**----- Amount: \$

Social member – Benefits: Newsletter. Non flyer. (¼ of senior member fee.)
 Club **\$19.00 (\$17.00)**----- Amount: \$

Family membership – Benefits: Voting rights, gate key & newsletter. Consists of one **senior** rate plus \$10. Family members must pay VMAA fees as specified (Junior or Senior). Applies to immediate family residing at same address. There is no family VMAA fee arrangement.

Club	\$86.00	(\$77.50)	
<i>VMAA</i>	<i>\$109.00</i>	<i>(\$109.00)</i>	
Sub-Total	\$195.00	(\$186.50)	----- Amount: \$

Person 2 **\$62.00 or \$109.00 (\$62.00 or \$109.00)** VMAA fee ----- Amount: \$
 Name:..... D.O.B. M.A.A.A No:.....
 Person 3 **\$62.00 or \$109.00 (\$62.00 or \$109.00)** VMAA fee ----- Amount: \$
 Name:..... D.O.B. M.A.A.A No:.....
 Person 4 **\$62.00 or \$109.00 (\$62.00 or \$109.00)** VMAA fee ----- Amount: \$
 Name:..... D.O.B. M.A.A.A No:.....

Total amount to pay (Less your Installments \$.....) **\$.....**

A \$5 Administration fee applies, if fees are not paid by 31st July 2007.
 Please remit this form and the amount payable to the Secretary or Treasurer.