



# **BALLARAT RADIO MODEL FLYING CLUB Inc.**

Inc. No. A0001288M

## **NEWSLETTER – April 2000**

The next meeting of BRMFC is to be held at B.R.A.C.E (Corner Windermere and Urquart Streets) on **Wednesday April 19<sup>th</sup> 2000** commencing at 7.30PM.

**Attention, Attention** – Due to Easter and with several of our members attending the Nats, it was decided to bring the meeting forward one week to the **19<sup>th</sup> April**.

### **Agenda Items for the next meeting**

1. Tx Certification
2. New Field
3. Club Uniform
4. Display De-briefing

### **Points of interest from the last meeting**

Most of the meeting was devoted to the Annual Display organization.

We were notified by the VMAA that many of their members would be unable to fly at our display as they had not had their radios re-certified following the MAAA recommendation that radios only need to be certified once only. The meeting confirmed the decision to waive the 2 year transmitter certification for our public display day only. Tx certification is on the agenda for the coming meeting. If you wish to contribute your ideas please attend.

### **New Field**

We are still having problems with all the red tape associated with permits. Central Highlands Water have rejected our proposal to use a chemical toilet and are insisting on soil reports and a septic system. No decisions have been made at this stage. If you have any ideas or input please attend the meeting.



### **New Models seen at field**

Again not a lot of new models. The Club has a new lolly dropper courtesy of Max's WILLY MONSTER. Not very nice looking but it does the job.

Glenn had his almost ¼ scale Me 163 Komet out at the field for a test fly on the weekend before last. Model was a handful on the ground – very unstable on its dolly. It had a OS 61 Hano Special with tuned pipe. Although it wasn't on song Glenn managed to get it into the air. Flew stable, but after a 10 minute

flight things started to go horribly wrong. (See crash report)



### **Crash Report**

I hope we all take this column for what its worth. We don't want to be seen as insensitive to those who have had the misfortune of losing a model whether it is a cheap fun model or a highly prized work of art.

This month has seen more than its fair share of crashes. Lets start with Max. Max lost his PRONTO due to an elevator problem. It had a very hard landing just short of the landing strip breaking off the firewall. On inspection of the model it was found that a plastic clevis had been used on the elevator. Not a good idea!!

Not being a club member but nevertheless a crash at our field, misfortune befell Brian Johnston of the MARCS club on the Saturday of the display weekend. On his first practice flight with his B26 INVADER it was performing a normal rotation when at about 2 feet off the ground it violently nose dived into the ground. Being a twin and a heavy model it sustained a lot of damage. At the post mortem Brian did not have an answer as to why. It is thanks to Brian and his friends ie. David Law, Ian Forrester, Brian Whellan and Darryl Gunst that enable us to put on a show.

On the same day Peter Barnett crashed his own design low wing aerobatic model. He said that another aircraft flew in front of his model which momentarily distracted him. During this distraction his model went out of control; he almost caught it but

the ground caught it first. I am sure we will see Peter back at the field with the model, because he says it is repairable.

On the Display day Sunday on its first flight the gas turbine jet being flown by Brian Green came to grief. During rotation it lifted off prematurely due the undulations of our dry field, it touched down again heavily on the nose wheel. It was suspected that this loosened the firewall dislodging the aileron controls that were fastened to it. Apparently these were sucked into the turbine fan. Model continued in the air without aileron control finally crashing on the north east corner of the field sustaining major damage. The fire truck raced over to the crash site but fortunately there was no fire.

On the subject of jets David Law had a similar problem with his F86 SABRE ducted fan due the undulating field. It rotated prematurely and was put down in the long grass sustaining minor damage. I'm sure we will see it in the air again soon.

As mentioned earlier Glenn test flew his Me163 Komet. After a 10 minute flight where everything seemed to be okay he attempted to land. On the first landing attempt model had little elevator response. It was decided to go around again after gaining some height. On the next attempt the same problem occurred. The model would not flare. Glenn applied the power and managed to climb out again but on banking the nose dropped and even though the wings were level the model would not gain height even with full power. It disappeared into the tree plantation east of the field at a 15 degree angle. On retrieval of the model there was surprisingly little damage considering where it landed. One wing completely destroyed and not a mark on the rest of the aircraft. Glenn suspects a balance problem caused the lack of elevator response. Model can be repaired.

Last Sunday we hear that Murray A. has been putting more holes in our field. This time with the SPITFIRE. Not being there, this is second hand gossip, so we are not sure of all the details.

Same applies to Col. It appears he had problems with the sun and orientation whilst test flying his CESSNA BIRDDOG after minor undercarriage repairs. We hear that after flying through the sun the model was over banked onto its back. Col not realizing this pulled up instead of pushing down. Hence model hit the ground sustaining substantial damage. It might be a lesson for us all to be very aware of how low the sun is this time of year.



## Annual Display Report

Another Annual Display has come and gone. Unbelievably we picked the right weekend weather wise. The weekend was a great success again mainly due to the hard working few. We had good response from our promotions held at OZKOSH and Wendouree Village Shopping Centre. These venues really added to our raffle ticket sales and help promote our hobby to the public. There was a good turnout of pilots (30 plus) and a good cross section of models. Sadly as previously noted, one or two good models were lost. Two ultra lights landed on our strip and were on display for the rest of the day. Stephen Green put on an excellent heart stopping aerobatic display (Made the front page of the Courier) The crowd attendance was reasonable throughout the day but not as good as expected. (We can do better next time). The canteen coped well and enjoyed steady sales all day long. It was good to see some of our members flying. Matt put on a good display with his EXTRA 300, thanks to Max and Rick for the lolly drops. The takings haven't been tallied yet but indications are that we did much better than last year. We have learnt a lot. Things can only improve. This seems to be the best time of year weather wise, at least the fire danger is reduced and winds are a lot less.



## Coming Events

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| April 29 <sup>th</sup> /30 <sup>th</sup> 2000     | Echuca/Moama Fun Fly<br>EMMAC.                        |
| April 26 <sup>th</sup> - May 4 <sup>th</sup> 2000 | Australian National<br>Championships at Nowra<br>NSW. |
| May 7 <sup>th</sup> 2000                          | VFSAA fun scale event at<br>BRMFC.                    |
| May 21 <sup>st</sup> /22 <sup>nd</sup> 2000       | Mammoth and scale fly in at<br>Swan Hill.             |
| May 28 <sup>th</sup> 2000                         | MARCS 4 stroke rally at<br>MARCS.                     |

**Note: Our field will be closed to general flying on May 7<sup>th</sup>**



That's all for now. Good flying.  
G.W.