



BALLARAT RADIO MODEL FLYING CLUB Inc.

Inc. No. A0001288M

NEWSLETTER – August 2000

Committee 2000/2001

President Max Rowan
Vice President Glenn White
Treasurer Rick Pimblott
Secretary Roger Carrigg
Publicity Officer Glenn White

Returning Officer Rick Pimblott
Public Officer Roger Carrigg
Safety Officers Murray Anstis, Noel Findlay
Newsletter Editors Glenn White, Roger Carrigg

The next meeting of BRMFC is to be held at B.R.A.C.E (Corner Windermere and Urquart Streets) on **Wednesday August 23rd 2000** commencing at 7.30PM. Following the meeting we are planning to show some videos borrowed from the VMAA library.

Agenda Items for the next meeting

1. New Field
2. Club Fees – Unfinancial Members
3. Associate Members
4. Supper at Meetings

Our AGM was held last month and the new committee was elected. See the list above for the office bearers.

Millennium President's Report

As the outgoing millennium president, I would like to make a few comments about the past year. My first official task unfortunately started with the sudden death of our friend and flying partner Roy Gladman. At this point because of my work commitment in Melbourne, I would like to thank Glenn White for enthusiastically taking over my project of organizing a competition in honor of the way Roy was always trying to keep the club together. Glenn has managed to do this by a great deal of effort, which has shown itself by the pleasing number of members in attendance at the two days of competition.

Once again the open days went well as many members put in a great effort to make it a success. Without this effort we would not be able to even think about setting up a new flying field. Well done everyone.

At the time of writing this the new field seems to have been happening for a long time, but these things don't happen over night, they are made to happen and by some very dedicated people. So it is pleasing to see that we will start to see something happening soon. With the field 90% finalized the best way to thank these people is to assist them in any way that they may require. The new field sub committee will

shortly be setting out a time line for the events that need to happen and what we as members will need to do. So I hope that we all can be as enthusiastic as the organizers.

Finally I would like to welcome the new committee and to thank the out going committee, especially the Treasurer of eight years Martin Tuddenham for a great effort in keeping our books in order over that period. Also I would like make a special thanks to Roger Carrigg our past and present Secretary for keeping me well organized, I am not sure how I would have coped without him.

Safe flying and be happy

Rick Pimblott



Points of interest from the last meeting

1. New Field

a) Agreement

Col Pinkerton advised that the agreement prepared by Graeme Allen has been presented to Fiskens for approval. They remarked that the document is more comprehensive than they expected. They have asked for a few minor changes.

- Lal Lal Estate to be changed to Fisken,
- Dispute resolution by a professional dispute arbitrator to be inserted.

b) Road In

- i) Col Pinkerton advised that after discussions with the Fiskens, the road in might be donated to us or at least subsidised.
- ii) Max Rowan stated that he estimated the road to cost \$3500-\$4000
- iii) There was some discussion as to whether the road in would be too close to the flight path. A diagram drawn on the white board showing field layout allayed those fears.

c) Field Development

- i) Roger Carrigg tabled a development plan for discussion and asked the field sub-committee to prepare an estimate of overall field development costs.

Action: Field Sub-Committee to provide estimate by next meeting.

- ii) Roger Carrigg reported that the VMAA has approved a loan of \$4000 for our field development. It is hoped that this amount can be increased. The VMAA secretary is to send loan details.

d) Toilet

Col Pinkerton advised that there was discussion at the field last week and there was a feeling that we should get a double toilet if the cost is not prohibitive.

2. Old Field

Martin Tuddenham advised that the field rent of \$500 for Bowes Road is due in October. The meeting agreed that we should pay it for next year. Col Pinkerton pointed out that if we get the Nationals we would like to have the field for 2002.

3. Membership

Martin Tuddenham reported that we have 28 paid up members at the minute. This is better than at the same time last year.

4. After Meeting Entertainment

Glenn White suggested that we should have videos and supper at the meetings to generate more interest.



New Field

There has been a Sub Committee formed to look after all business concerning development of our new field at Yendon. The committee members are Max Rowan, Col Pinkerton, Noel Findlay, Hugh McCormick and Murray Anstis. If you can be of any assistance or seek information contact any of the above.



New Models seen at field

Murray Anstis arrived at the field with another ARF. This time a low wing introductory aerobatic model



called a PLASMA. Model is powered by a 46 Super Tiger 2 stroke and has a 59 inch wing span. It is extremely fast and sensitive to aileron and elevator controls. (Lots of exponential required). Aircraft is nicely finished and looks nice in the air.

Hugh also has a PLASMA and I (Glenn) test flew it for him. It is powered by an ENYA 50 4 stroke and is



slightly slower than Murray's, however the same problem was found with control sensitivity. Hugh has had to change his radio to a computer radio to

get exponential.

Ken Wilkins test flew what looks like a 1/6 scale Citabria powered by a 46 2 stroke. Built by the late Roy Gladman, it looks very scale and flies well. Haven't got a picture but it looks like Col's below.

Must be the month for twins because the next new model along is another Citabria. This one owned by



Col Pinkerton and beautifully built by Graham Waterhouse.

Powered by an ENYA 41 4 stroke the 69" model not only looks great, but sounds

authentic. Col is looking forward to flying it in future scale events.

Not a new model, but a new owner with a reworked



old model. Murray's old Spitfire built by Roy, now belongs to Max. Max has fitted an ENYA 45CX 2 stroke which really hauls it around the sky.

With a bit of practice he should do well in the coming scale comps. Model on the right of the picture is Rick's Mitsubishi Hein.

Keep your eye on this column, we have been around to a few workshops and there are some very interesting models nearing completion. A high priced sleek aerobatic model, a superbly crafted scale biplane, and a 140" wing span model to mention just a few. Stay tuned.

It was noted at the field on Sunday 11th August, that on the anniversary of Roy's passing, there are four of his models currently being flown. Max with the Spitfire, Rick has the Pimman Biplane and Mitsubishi Hein (Tony), and Ken with the Citabria.



Models seen at the Field Recently

Glenn had his Webra 120 powered Texan out at the field last weekend after a long absence (the Texan that is). It seems to fly quite well although Glenn finds it a bit of a handful on landing. It tends to rebound on touch down, which can prove a problem if it bounces too



high. If he slows the Texan down too much, it runs the risk of stalling. No doubt Glenn will get it sorted out in time for Shepparton.

Nick Katsikaros who joined the club recently and is a former member of NFG has been out at the field regularly with his own design low wing sport model. Nick flies it quite well and aircraft seems to be quite



fast. Welcome to the Club Nick.



Crash Report

It has been a slow month, nothing to report. I guess this is the way we like it.



Instructors Course

On Sunday July 30th we finished off the Gold Wings testing component of the Instructors Course. Peter Harris and Graeme Scott came up from Melbourne to officiate. Two or three of the original participants decided not to try; one had radio problems, and another had engine problems. Four flew the entire Gold Wings program of which three passed.

As it stands the club now has three MAAA accredited Instructors being Glenn White, Roger Carrigg and Ken Wilkins, and also a VMAA accredited Instructor namely Max Rowan.

This gives the club instructors for both mode 1 and mode 2.

Once the paper work is in place, any two Gold Wings pilots are able to test others for the Gold Wings and Bronze Wings rating. There is a VMAA fee of \$5, which covers the cost of the badge.

Four of our members took the opportunity to go for their Bronze Wings whilst the VMAA Instructors were present. We believe that Luke Wilkins, Wayne Goodwin, Col Pinkerton, and Peter Barnett all passed.

Note:- All pilots attaining Bronze Wings in the year 2000 are entered into a free draw run by the VMAA. The prize is a **VMAR Ramrod** low wing sports model with GMS 47 2 stroke motor.

We have just received the badges from Peter Harris and they will be presented at the next meeting.

For further information contact Glenn White.



Tips & Tricks

The big tip this month is NOT to take your ironing around to Graeme's.



HQ1 hard at work.

Plastic Clevises

On a more serious note, don't use those plastic clevises that come with most of the ARF kits these days. They are renowned for breaking or slipping off the control horn. The ARF's offer excellent value these days but you cannot assume that you just put it together and go flying. They need to be carefully checked to make sure any design weaknesses and construction flaws that may exist are rectified before flying.

Aircraft Trimming by Peter Goldsmith (Cont'd)

Right Thrust

The big boogy man of trimming. It's not that hard providing you use a little common sense. There are two things that are very important when checking right thrust. One is to make absolutely sure that you are pulling up into the wind. Two, and most important, **MAKE SURE YOU ARE LEVEL**. If your wings are 2 degrees out your vertical line will be 2 degrees out. It is best to pull up in such a position you can clearly see your wings level.

Now pull a medium radius comer making sure you don't bump any controls as you pull to vertical. If you have trouble bumping controls then tighten the springs on the rudder stick for mode one or aileron stick if you're a mode two flyer, you may back it off later when your trimmed.. What we want to see is a clean 4 to 5 second vertical, you don't need to go to the moon nor to 20,000 feet just as high as the tallest manoeuvre. What I want you to do is to do many pull ups and re-trim with rudder, remembering **TO KEEP THE WINGS LEVEL**. Now the rule of thumb here is to halve the rudder trim and use that measurement to add to the right thrust. What I mean is this, if after 50 **ABSOLUTELY LEVEL** pull ups, you have 2 degrees of right rudder trim, then you add 1 degree of right thrust and centre your rudder trim. Keep doing this until you are happy. Another little tip, is it better to have a little less than too much. Too much right thrust will cause barrelling in rolls and no amount of differential will fix it. Another tip, if you change propeller size, your thrust may change so try to stick to the one prop. If you're not sure what propeller to use, ask an experienced flyer for the most suitable prop and then buy two so if you break one then you can keep trimming. ♦♦♦

We will have more in the next newsletter.



Emailing Newsletter

We are looking at distributing the newsletter by email to reduce printing/postage costs. Could all recipients

of the newsletter that have an email address send an email to Roger Carrigg (roger@startek.com.au).

In the email please indicate if you can open documents in MS Word 97 format. If you cannot read this document type, specify the format/s that you can read.



Membership List

In the next newsletter we propose to print the membership list with addresses and phone numbers. If anyone does not want their name included please let Glenn or Roger know.



Coming Events

The next event that we as a club have to plan for is the Fun Fly to be held on Oct 29th. This is a low key event, where we invite modelers from other clubs to come and have a pleasant days flying. This will be on the agenda for the September meeting.



Event Calendar

August 20 th 2000	Sporty Forty at Westernport
Sept 9 th /10 th 2000	APA Aerobatics Wodonga
Sept 16 th /17 th 2000	Mammoth Scale Fly In at VRF Shepparton
Oct 1 st 2000	Scale & Sports Rally NFG
Oct 7 th /8 th 2000	Mammoth Scale & All Sorts Fly-in at Mildura
Oct 14 th /15 th 2000	Twin Cities Seaplane Fun Fly at Bona Waters Tabletop Road Tabletop
Oct 21 st /22 nd 2000	Mallee Rally Scale and Sports Fly-In, Warracknabeal
Oct 22 nd 2000	F4C & Large Scale - MARCS
Oct 29 th 2000	Fun Fly - BRMFC

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

Items for Sale by Members					
Item	Description	Cost New	Sell	Remarks	Contact
Engine	Enya .15 CU 2 stroke	\$130.00	\$75.00	NEW - Qty 2	Graeme Waterhouse Ph: 53 417708 or see at Top Gun
Engine	Enya .25 CU 2 stroke	\$160.00	\$100.00	NEW - Qty 2	Graeme Waterhouse Ph: 53 417708 or see at Top Gun
Engine	Enya .46 CU 4 stroke	\$450.00	\$300.00	NEW	Graeme Waterhouse Ph: 53 417708 or see at Top Gun
FM Radio set	JR F400 5 channel with 4 servos	\$475.00	\$300.00	Frequency 36.230mHz	Graeme Waterhouse Ph: 53 417708 or see at Top Gun
Aircraft Kit	Model Design FW 190		\$480.00	F/Glass Fuselage, Firewall made, Mech. Retracts with leg covers, wings balsa covered, rudder and stab built	Graeme Waterhouse Ph: 53 417708 or see at Top Gun
Engine	Super Tigre .90 CU 2 stroke		\$210.00	NEW - No muffler	Roger Carrigg Phone: 53 342189
Aircraft	Miss Muffett 1300mm High Wing model with OS 25 ball race motor.		\$220.00	Airborne plan No.201, Tail dragger, yellow, tank, prop, ready to fly	Roger Carrigg Phone: 53 342189



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