



BALLARAT RADIO MODEL FLYING CLUB Inc.

Web site: www.sehler.net/brmfc

Inc. No. A0001288M

NEWSLETTER – August, 2003

Committee 2003/2004

<i>President</i>	Glenn White	<i>Returning Officer</i>	Rick Pimblott
<i>Vice President</i>	Wayne Goodwin	<i>Public Officer</i>	Roger Carrigg
<i>Treasurer</i>	Rick Pimblott	<i>Safety Officers</i>	Graham Waterhouse, Peter Evans, Wayne Goodwin
<i>Secretary</i>	Roger Carrigg	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Publicity Officer</i>	Graeme Allen	<i>Field Maintenance</i>	Max Rowan

The next meeting of BRMFC is to be held at Central Highlands Table Tennis Centre (corner of Howitt and Doveton Streets) on **Wednesday August 27th 2003** 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 afterwards.

Agenda Items for the next meeting

1. Subs By Installment in advance
2. Strategic Plan
3. Life Member Protocol
4. Field Maintenance
5. Annual Display – Date Clash
6. Financial Members

Points of interest from the last meeting

1. Strategic Plan

Glenn White stated that he published a draft strategic plan in the last newsletter for comment. Max R thought that some of the items were maintenance issues and should be removed from the plan. Graeme Allen then offered to take over the task of putting together a professional strategic plan and asked for input from the members.

Action: Graeme Allen to put together Strategic Plan.

Action: Editor to put a note in next newsletter asking for input from members.

2. Barrier Fence

Max Rowan presented the following plan for the construction of a barrier fence to restrict entry to the public.

Use treated pine posts to construct a 50m fence 900mm high with cyclone mesh stapled to the treated pine posts and railing. Require 12 posts @ \$3.90 each and 50m of cyclone mesh @ \$85. Total estimated cost is around \$300. The meeting thought the plan was sound and gave Max the go ahead to proceed.

Action: Max to proceed with fence construction.

3. Jackets and Badges

Jacket and shirt sizes were printed in the last newsletter. The chairman asked for a show of hands to get an indication of interest. The Secretary asked Gordon Hicks if he would take the orders. GH advised that he would do so.

Action: Gordon Hicks to get orders from members.

4. Life Member Guidelines

Due to lack of room in the last newsletter to print the revisions arising from the last meeting this item was held over until the next meeting.

5. Sausage Sizzles

The Secretary advised that Saturday 27th September and Saturday 29th November have been booked at Safeway Sebastopol. Unfortunately 29th November clashes with the Hamilton event.

Require permit from Council.

Action: Secretary to apply for food stall permit.

6. Roy Gladman Round 2

The chairman reminded the meeting that the Roy Gladman Round 2 event is to be held this Sunday, with the following Sunday as a backup if the weather is unkind to us.

7. Club Fees

The Secretary reminded the meeting that club fees for 2003/4 must be paid by the end of July 2003. Graham Waterhouse asked whether fees could be paid by installment throughout the year. The meeting thought that the idea has merit and it was put on the agenda for discussion at the next meeting. Kevin Thomas pointed out that the Bacchus Marsh club has introduced a similar scheme.

8. Annual Display

Glenn White pointed out that Round 1 of the VFSAA competition clashes with our annual display next year scheduled for 27th/28th March 2004. We will have to

decide if we change the date or just accept that we will be competing for pilots as we did earlier this year.

(Secretary has contacted John Lamont to see if the VFSAA event can be shifted to 7th March 2004. John is to check with Keilor Club to see if it is suitable)



AGM Report

Well another A. G. M. has come and gone, I think that the older you get the quicker the years go by. We had a good meeting that was well attended especially considering the shocking weather we had. Graeme Allen kindly agreed to chair the meeting and he declared all positions on the committee with the exception of secretary open. As you can see by the list above there were not many changes (maybe it's a case of better the devil you know)! One new addition was Wayne who takes up the position of Vice President and also one of the Safety Officers.

2003/2004 looks like being a good year. We now have the makings of a good field and with a little effort from us all one to be proud of. Now that we are paying a lot more for our memberships we should all be doing a lot more flying, we might as well get our moneys worth!

Congratulations to the new Committee and may everything run smoothly for the coming year. (G.W.)



Club Subscriptions

Now that we are into August your subs should have been paid. Any un-financial members are now uninsured to fly and should contact Roger A.S.A.P

If you do not want to continue your membership would you please notify any committee member and arrange the return of your gate keys.

The first item on the agenda for the next meeting is Subs By Installment. This was bought up by Graham Waterhouse at the last meeting and it is being warmly received by everyone. Kevin from the Bacchus Marsh club mentioned that they have adopted a similar system.

With fees getting as high as they are it seems a better way to go and should ease the burden when annual fees are due. If you have any ideas on implementing such a system please come to the next meeting.



New Models seen at field

Glenn had his latest Hornet powered by Y.S.60 out at the field on Sunday 27 July 2003 conditions were not good and he tried to get a test flight in before the Roy Gladman comp started. Things did not go well see crash report!!

Glenn didn't take long to do repairs; his Hornet was back out at the field again on Sunday 3 August 2003 ready to go again this time model was powered with an Enya C.X. 45. The weather conditions were far from ideal, it was blowing a gale from the north. Never the less model rotated, gained height rapidly and needed very little trim. It's amazing what a difference it makes having the ailerons moving in the right direction!!

Now that Glenn knows that the model will fly maybe he will finish the paintwork, as model doesn't look very nice in gray undercoat and it is very hard to see.

Murray also had his Citabria at the field ready for a test fly but with the wind being so strong he put it off for a better day.



Crash Report

Guess what its me again! (Glenn) I have just spent three hours in the workshop that I need not have if only I had taken the time to check out my model properly before its test flight. How stupid can you be? I took off without checking the direction of the ailerons and of course they were reversed. The model was only a Hornet (fun fly) I had worked on it every night and all day Saturday to be able to compete in the Roy Gladman aerobatic competition. The model didn't stay in the air long, didn't gain much height (fortunately) before it rolled over and crashed on its back. There wasn't a lot of damage other than to my pride and model has since been repaired.

We have heard that Tom J. and Malcolm M. had a good days flying last Wednesday (20th Aug) under instruction from Murray A. On a sad note Murray's Citabria lost control due to fuel getting into the radio equipment. Bad luck Murray. Not sure how badly it was damaged.



Field Upgrade Spectator Barrier Fence

Max cracked the whip on Friday 1st August and rounded up a few members for a working bee to erect a 50m barrier fence in front of club house. Peter Barnett, Peter Evans, Roger Carrigg, Glenn White, Ray Clarke and Max Rowan started construction of the fence on Saturday afternoon.

Fence is constructed of treated pine posts with a top and bottom strainer wires with wire mesh suspended between.

Thanks to Peter Barnett's expertise in fencing we have done a very professional job.

Job was not completed on the Saturday but seeing as the weather on Sunday was not conducive to competition flying we decided to complete the fence started the day before.



Looks like 1 working and 5 watching on.

Rick and Pam brought out the food for the barbecue planned for the comp, and instead fed all the workers.

Max looked after the purchase of all materials and got most at a discounted price. It looks like the fence has been erected for under \$400 which is money well spent.



Peter Barnett's expertise gained from fencing his 20 acre block was invaluable.



The old temporary fence has now been removed.

We have used existing metal fence to fence off between buildings and new fence. Please make sure that this is in place before you leave and that the gate is closed. We still need to keep the sheep out from around the buildings.

The plan is now to continue with the same type of fencing to encircle all of our buildings. We will do this as funds permit. Your comments would be appreciated.

While we are on things done at the field we must thank Gordon for fabricating a cover plate for the BBQ. Gordon has done an excellent job, fits like a glove. Nice to know nothing has been crawling over the hot plate when we go to use it.



VMAA News

MAAA Insurance – Are clubs covered by the MAAA insurance whilst involved with activities off the field? Is Sausage Sizzles. VMAA Secretary is to contact MAAA for an answer.

Tx Certification – The MAAA was questioned on the use of stickers to verify certification of Tx. MAAA reply was that modules can have multiple crystals fitted in which the module will have to have stickers attached for all the frequencies. VMAA concern is that this should not be allowed. Only one frequency should be permitted per module for safety reasons.



Tips & Tricks

Many people are at a loss for a response when someone says, "You don't know Jack Schitt."

Now you can handle the situation...

Jack is the only son of Awe Schitt and O. Schitt.

Awe Schitt, the fertilizer magnate, married O. Schitt (nee Fukyew), a senior partner in Fukyew, Sosumi and Die, a thriving law firm.

In turn, Jack Schitt married Noe Schitt (nee Wey-Jose) and the deeply religious couple produced 6 children, Holie Schitt, Fuller Schitt, Giva Schitt, Bull Schitt, and the twins: Deap and Dipp.

Against her parent's wishes, Deap Schitt married her 2nd cousin Dumb Schitt, a high school drop out.

After being married 15 years, Jack and Noe Schitt divorced.

Noe Schitt later married a Mr Sherlock and because her kids were living with them, she wanted to keep her previous name. She was then known as "Noe Schitt-Sherlock.

"Dipp Schitt married Loda Schitt (nee Crap) and they produced a nervous son, Chikken Schitt.

Fulla Schitt and Giva Schitt were inseparable throughout childhood and subsequently married the Happens brothers in a dual ceremony.

The local newspaper announced the "Schitt-Happens" wedding. The Schitt-Happens children were: Dawg, Byrd,

and Hoarse. Bull Schitt, the prodigal son, left home to tour the world.

He recently returned from Italy with his new bride, Pisa Schitt (nee Hutt).

So now when someone says, "You don't know Jack Schitt," you can correct them.

We hope you find this of some use although I doubt it.!!!



Events

Roy Gladman Aerobatic Comp.

Unfortunately the two Sundays we set for this competition presented us with unflyable conditions, it was blowing a gale and to make matters worse the wind was from the North, over the trees causing very turbulent air making it near impossible to fly aerobatic maneuvers. Most of us have trouble at the best of times and the last thing we needed was a howling gale.

Stay tuned, watch this space and keep your eye on the club notice board for new date. At this stage we have penciled in August 31st and September 7th as a backup.

Greensborough Scale Rally by Glenn White

Sunday August 10 Roger, Max and I made the trip down to Greensborough to attend the V.F.S.A.A. scale rally. We couldn't have wished for a better day, mind you it took us some time to thaw out Roger's car at 7.30 that morning, it was showing -5 degs on the outside temperature readout!

By the time we reached the club it had warmed up somewhat the sun was shining and there was no wind whatsoever, perfect flying conditions. The flying site is very picturesque on parkland next to a golf course and boasts a membership in excess of 200.

They have a great clubhouse and facilities, but the runways don't leave any room for mistakes or engine outs. There are trees in close proximity and a fence at one end of the runway making take-offs and landings a little more interesting. Having said that there was only one crash, John Bellamy got caught out by sun glare and crashed his Sky Bolt. The model spiralled in from some height and was severely damaged.

John Lamont said it was the best attendance they have had there, where 33 aircraft entered (not all flew). Some models of note were David Law's Hurricane, Gary Sunderland's Bristol Scout, a large P47 Thunderbolt by Andrew Misliborski, a very small Gee Bee R1, Rob Dixon had his 1/4 scale Me.163 Komet, he also brought along an unfinished project to show. I think it is the reason for the shortage of balsa, it's huge. The model is of a Junkers 290 Sea Eagle, an unusual plane and the successor to the Condor. With a wing span of well over 12' it is going to need all of the four 60 O.S. motors. Rob thinks the finished weight will be in the vicinity of 45lbs, I'm glad I won't have to test fly it.



Gordon (Hicks) had never seen Glenn clean his model before so he thought the moment should be caught on film!!! Would have been a good picture of my Cessna and P39.

All in all we had a great day. Max had Best Military with his Curtis Jenny. Other results are as follows:-

Best Civilian	Barry Reaby - Stinson Reliant.
Best Civilian (non-flying)	Angelo Faveloro another Stinson.
Best Military	Max Rowan - Curtis Jenny
Best Military (non-flying)	Andrew Misliborski P.47 Thunderbolt.
Best Junior	Paul Dunstan



Coming Events

It will not be long before Shepparton (Sept 20/21) is on us again. If you are planning a weekend away you will have to get on with your booking A.S.A.P as accommodation will be very scarce.

If you haven't been to this event before and you are interested in scale aircraft this is a must. This event boasts some of the best models in Australia. If you cannot make it for the two days it is still well worth going on the Sunday.

Several of us enter this event so it is more than likely that one of us would be able to give you a pit pass.

Contact Glenn or Roger for more information.



Jackets and Badges

Gordon Hicks has supplied us with price and size details from Ballarat Embroidery.

Prices quoted do not include GST

Setup Fee	\$57.50
Badges	
order of 30	\$6.95 each
order of 50	\$6.01 each
Hats	\$10.50
Shirts	\$25.00
Jackets	\$55.00 (add \$4 for larger sizes)

Jackets	\$44.00 (without logo)
Jacket sizes	
Smallest	85cm / 34"
Small	90cm / 36"
Medium	95cm / 38"
Large	100cm / 40"
X Large	105cm / 42"
XX Large	110cm / 44"
XXX	115cm / 46"
XXXX	120cm / 48"
XXXXX	125cm / 50"
XXXXXX	130cm / 52"
XXXXXXX	135cm / 54"

It is advisable to order one size larger than your actual chest measurement.

Please let Gordon know your requirements.



Event Calendar

Aug 31 st 2003	Roy Gladman Round 2 – Yendon.
Sep 7 th 2003	Roy Gladman Round 2 – Backup.
Sept 20 th /21 st 2003	Mammoth Scale – Shepparton.
Nov 22 nd /23 rd 2003	Official Opening of State Flying Field – Northern Flying Group (NFG).

Indoor Electric flying - Netball Stadium Norman Street
Wendouree (2.00-4.00PM)

24th August, 7th September, 21st September, 5th October,
19th October.

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

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