



BALLARAT RADIO MODEL FLYING CLUB Inc.

Inc. No. A0001288M

NEWSLETTER – July 2000

The **Annual General Meeting** of BRMFC is to be held at B.R.A.C.E (Corner Windermere and Urquart Streets) on **Wednesday July 26th 2000** commencing at 7.30PM.

The ordinary meeting will then be held with the newly elected committee.

Agenda Items for the next ordinary meeting

1. New Field
2. Club Competitions
3. Newsletter
4. Club Fees

Points of interest from the last meeting

New Field

- a) Secretary read a letter that he has drafted to be sent to VMAA regarding funding for field development. The meeting agreed with the content and authorized it to be sent.
- b) Glenn White suggested that we get a quote to do all the grading at once.
- c) It was acknowledged that we need specific approval from landowner to put in metal track along fence.
- d) Graeme Waterhouse mentioned out at Yendon, that Redline Speedway has a grader that we may be able to hire.
- e) Fiskens thought that the municipality might be able to supply a grader at a reasonable rate.
- f) Graeme Allen tabled the landowner agreement for discussion. It was suggested that we ask for a 3x3x3 (3 year initial, 3 year extension, 3 year onwards). The meeting was pleased with the content of the agreement, which Graeme has put together very professionally.
- g) Dean Farnsworth asked the meeting when are we leaving Bowes Road. The field development sub-committee is unable to give a definite date at this stage. If the agreement and approvals are signed off shortly, hopefully we can have a grader out there by late September.



Instructors Course

The VMAA conducted the Instructors Course and Gold Wings certification in Ballarat on 27th/28th May

2000. The theory side was covered on the Saturday at the Mid City Motel, while the practical was covered on the Sunday under extremely harsh weather conditions. One VMAA aircraft experienced structural failure and crashed. The Gold Wings testing was postponed and has been rescheduled for 30th July 2000. See *Coming Events*.



New Models seen at field

ARF's are all the go again. Steve arrived with a VMAR CAP 232. This model is highly aerobatic and has probably the largest rudder we have ever seen. Steve said it was unstable on the first flight and found model to be slightly tail heavy although it was balanced according to the plan. After moving battery pack forward there was a marked improvement.

Harley came out with a recently purchased second hand model of a Piper Comanche powered by a 46 size motor (we think). Due to the wet muddy field and short nose leg it was unable to attain safe flying speed. Harley decided not to lift off and risk model. Maybe he will have better luck next time after a few modifications.

Wayne test flew his new ARF VMAR RAMROD, which he purchased to replace his Ecipiter (See crash report). This was a rush job to enable him to compete in the club aerobatic competition (Full marks for effort Wayne). Model flew well, showed no bad characteristics. Wayne was pleased because this was the first time he has test flown a new model. The RAMROD is powered by an OS46FX.



Crash Report

We have one of our regulars again. Wayne lost his Ecipiter while practicing for the club competitions. He had just about perfected the 2 rolls when everything went wrong!! Model got out of control and went into the ground almost vertically at full throttle. On reaching the model, the engine was so far below the surface that it could not be seen. Not only could it not be seen, it could not be retrieved. Wayne had to go back to the club house to get the shovel and dig it out. To this stage Wayne hasn't worked out what went wrong. Looks like a strong case of dumb thumbs.

Max sneaked out to the field early on Saturday to get some practice before Sunday's competition. As he was out there on his own we have no witnesses as to what happened to cause his PRONTO to crash. Flying conditions were far from perfect, very dark cloudy sky making orientation very difficult. Max isn't sure whether he lost orientation or if he was interfered with????

We have a newcomer to this column. After doing very well in the competitions, Peter Evans had a problem with his LASER 200 while turning onto final approach. He lost radio contact with the model causing it to crash into the adjoining paddock on the north end of the field. Fortunately there was less damage than expected. The right hand wing was broken off. Peter will have some work ahead of him, but we expect to see the model fly again. Cause of crash unknown.



Tips & Tricks

Over the past few weeks it has been noted that a few models have been flown with noticeable trim problems. Steve Reece has given us a good article on all aspects of trimming models by Australian aerobatics pilot Peter Goldsmith who has competed at the Las Vegas Tournament of Champions. This is too long to put into one newsletter, so we will break it up and precis into logical sections over the next few newsletters. These sections include: *Control Setup, Wing balance, Dihedral, Right thrust, Down thrust, Differential controls, Knife edge tracking, Power tracking.*

CONTROL SETUP

All control throws should be as close to 100% as possible. This with around 30% exponential added, will give you a linear feel. This applies to Yaw Pitch and Roll.

What I mean by linear feel is half stick movement will give you half reaction, 20% stick movement will give you 20% reaction. For example, lets say that full aileron deflection is one roll of 360 degrees in one second (which I recommend) half transmitter stick movement would give you 1 roll in two seconds. Another important consideration on controls is to balance the feel in pitch and roll, don't have a quick roll rate and a soft elevator, balance them by adjusting the control surface throws.

WING BALANCE

Before flying I recommend static balancing as this will save some time and move us closer to the optimum. This means the model should balance laterally when supported on the fuselage centre line. Add weight to the lighter wing tip until it does so. Also make sure elevators are correctly aligned and giving the same deflection. If your model carries any aileron trim then fix it. A twisted wing is the hardest thing to compensate for. The reason I moved to plug in wings was to make them easier to align.

Most trimming articles say to pull vertical and watch which wing drops. May I suggest to dive the model vertically WITH POWER OFF, and pull an abrupt corner. Position the aircraft so you can clearly see your wings and of course pull out into the wind. If you have a wing weight problem it will clearly show up. The reason for no power should be obvious, if you pull vertical with power on, engine thrust may confuse the issue. With an idle power pull out only, wing imbalance will show up. If you feel you have a weight problem then sneak up on it. Add plasticine or nails a little at a time until you consistently pull out with your wings level. ♦♦♦

We will have more in the next newsletter.



Roy Gladman Trophy Round 2

On Sunday 9th July we held the second round (Aerobatics). The weather didn't look to good to start with but improved as the day went by. Very cloudy but very little wind.



Contestants – talk about the blind leading the blind.

It was disappointing after so many said that they would enter that we only seven entries, and one had radio problems and could not fly.

As aerobatics is new to most of us the standard of flying was quite good. All contestants managed at some time or another to get through the set manoeuvres. See the included score sheet. Those that did fly put in the effort and spent some considerable time practicing the manoeuvres. The practice has been well worth while as it has greatly improved the general standard of flying.

We would like to thank Noel and Hugh for judging and Joel for doing the scoring. Also a mention to Graeme, our A La Carte chef, for cooking the snags.



What the #@%# was that?

An added attraction on the day was a visit by the Ballarat Vintage Car Club. About 15 beautifully restored vintage cars lined up along the fence, well worth seeing. They saw some flying and we gave them an introduction to model aircraft, which they seemed to enjoy.



Also, November 19th has been tentatively set aside for round 3, which is the scale event.



Coming Events

Pilots who are attempting to attain their Gold Wings are reminded that the VMAA testers will be at the field on Sunday 30th July. Other members please note that the field will be closed for general flying. For further information contact Murray Anstis.



New Field

See the map at the end of the newsletter for the location of our soon to be new field. If anyone has a more detailed map of the area can you photocopy it and give it to the Secretary Roger Carrigg for inclusion in the next newsletter.

Please note. We cannot fly there yet, because the lease agreement with the landowner is not finalized.

However, we have received written approval from the Moorabool Shire to locate our facilities on the northern side of the paddock instead of the south side.



Event Calendar

July 30 th 2000	Gold Wings testing – Ballarat.
August 6 th 2000	VFSA Fun Scale at GMAC Greensborough
August 6 th 2000	Small Model Fun Fly at BMMAA Bacchus Marsh
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

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

Map showing location of new flying field at corner of Yendon-Egerton and Spreadeagle Roads.
 (Remember we have no right to be on the property unannounced at this stage.)



Field location

Roy Gladman Perpetual Trophy - Scores Round 2 Aerobatic							
Contestant	Aircraft	Round 1	Round 2	Round 3	Total	Remarks	
Steve Reece	Extra 300 OS 46FX	319	314	316	635		
Roger Carrigg	CAP 231 OS 91 FS	306	312	302	618		
Peter Evans	1/5 Laser OS 60	280	306	296	602		
Glenn White	1/4 Laser 22cc Zenoah	286	164	284	570	Engine out half way through round 2	
Wayne Goodwin	Ramrod OS 46FX	247	292	251	543		
Max Rowan	High wing trainer	213	235	270	505		
Graeme Allen		0	0	0	0	Transmitter battery connection problem - did not fly	
Peter Barnett		0	0	239		Peter arrived late and did one flight for experience	

These scores have to be adjusted because the maximum number of points is not the same as round 1.
 They will be multiplied by, (*Max points Round 1* divided by *Max points Round 2*).