



BALLARAT RADIO MODEL FLYING CLUB Inc.

Inc. No. A0001288M

NEWSLETTER – June 2000

The next meeting of BRMFC is to be held at B.R.A.C.E (Corner Windermere and Urquart Streets) on **Wednesday June 28th 2000** commencing at 7.30PM.

Agenda Items for the next meeting

1. **Frequency Scanner**
2. **New Field**
3. **Club Uniform – Shirts**
4. **Club Fees**

Points of interest from the last meeting

Frequency Scanner

As our club has adopted the once only Tx certification it was suggested that the club investigate the purchase of a frequency scanner.

Col Pinkerton outlined the costs associated with purchasing a frequency scanner.

For instruments costing around \$800, considerable expertise is required to use accurately.

A unit that is simple to use will cost around \$1200. They are powered by a 9Volt battery so are quite portable.

The meeting decided to hold off further action until all our new field expenses are covered.

Nationals 2002

The Secretary stated that the letter offering to host the 2002 Nationals has been submitted to the VMAA. The letter was handed to Darryl Gunst at the Nowra Nationals

Events Calendar

The annual events that we hold and are included in the VMAA newsletter must be lodged with Peter Harris (VMAA Newsletter editor) by 6th June 2000. We need to find out when the Begonia Festival and OZKOSH Downunder are scheduled. Our November Fun day is weekend closest to the end of October or beginning of November.



New Models seen at field

Murray arrived at the field with an Old Timer (strange looking model with turned up wings) powered by an OS25 LA. It had heaps of power, model climbed vertically which is what is needed for competitions. Murray planned to compete with this model but sad to say !!! see “crash report”.

Ken has had the trainer model that he won in the club open day raffle out at the field. We believe that his son Luke built it, which is a credit to him. Model flies very well and has no bad habits.

Max also obtained an ARF trainer (not that he needs one). It is powered by a small four stroke. Model is very stable and shows no bad habits. (Even though it flies on mode 2). ARF models have come along way in the last 12 months especially in the trainer type. When you compare the costs against building maybe it is the way to go.

Another ARF has been sighted, this one belonging to Steve Reece. A nice OS46 FX powered VMAR Extra. Steve is very pleased with the model. It is capable of all aerobatic maneuvers and Steve being an ex-pattern flyer, he really puts it through its paces.



Nice model Steve – You fly it well

Steve is now the new owner of Hugh's huge Telemaster. Hugh is running out of room now that his 1/3 scale Cessna 150 is nearing completion and his 1/4 scale Jungmeister is under construction as well as the Consolidated Liberator bomber. These will be company for his 1/5 scale Spitfire, and various oddments.

Glenn test flew Ted's Basic Bipe (An old club favourite from way back). From memory it is powered by a Saito 56 4 stroke. Ted has done a good job building it; model is nicely finished. However it was unstable due to thrust line and top wing incidence misalignment. Ted is currently correcting these faults. This is a common with problem when building biplanes.



Crash Report

Here we go again.

First up is Matt. It is bad enough when you crash at your own field but when you crash somewhere else it is so much worse. Matt unfortunately lost his 1/4 scale Extra 300 at Swan Hill. Whilst flying, one of the ailerons detached, not too much of a problem on its own, but when the other one also pulled loose there were major problems, model was uncontrollable and nose dived into the ground. (Unrepairable)

Note – On examination the hinges were found to be of the mylar type which are unsatisfactory for models of this size and weight. Be careful when buying large ARF's as these type of hinges need to be replaced with 1/4 scale pinned type.

During the Instructors Course one of the VMAA ARF trainers also lost an aileron. Model seemed to fly better without it and pilot was unaware that it was missing. However after field repairs on the very next flight the wing parted company with the fuselage caused by the wing locating dowel breaking.

Note – This is another area that needs strengthening on ARF's

Murray has the dubious honour of being the first to crash his model at our new Yendon field. Whilst trying out flying conditions Murray crashed his new old timer. (Seems a contradiction of terms) Conditions were windy and on the first attempt at take off, the wind caught the model turning it over and damaging the stabilizer and fin. After field repairs model took off again and climbed vertically to a great height, turned on its back and spiraled straight back down on full throttle homing in on the flight line and completely out of control. The model hit Murray on the side of his foot as he tried to kick it away. There was very little left of the model and the fuel tank was found a good 20 metres away. We suspect that the stabilizer came adrift.

Note – There seems to be a growing number of crashes after field repairs have been carried out. If model is damaged it should be repaired properly.

Don't take risks – near enough is not good enough.

We had another first. This time it was Wayne. On a dead stick landing with his ARF CAP 231 Wayne silently flew up the rear of a sheep that was minding its own business eating grass. Model came off second best with damage to the wing leading edge. Model has since been repaired, see next paragraph.

Wayne again with the CAP 231, but this time much more serious. Whilst experimenting with the stall capabilities of his model disaster struck and the model stalled into the ground causing serious damage. Model hit the ground within a couple of metres of the flight line. The next time at the field Wayne said that he is fixing it and it should be flying again soon.



Bad luck Wayne – Wayne says it will fly again.

Note – When experimenting or practicing new maneuvers, remember the following:-

1. Have a mental recovery plan should things go wrong. What control will I need?
2. Adequate altitude to allow recovery.
3. Far enough out from the flight line to be safe.



Instructors Course



Flying planes in between blizzards – Are they Spartans or fools?

On the weekend of 28th May, the VMAA conducted a two day Instructors course. Eight of the eighteen attendees were our club members. Saturday was mainly lectures followed by a two hour written examination. Sunday was to be the practical component of the course. The weather was against us all day (snow, hail, rain and wind) but we managed to get through the Instructor practical component. Part of the course was the attainment of Gold Wings flying status, which is necessary before Instructor rating is awarded. Only two pilots managed to get through to Gold Wing standard before the event was postponed due to the atrocious conditions. One of the pilots to obtain Gold Wing standard was our Ken Wilkins.

Congratulations Ken!

We must also take this opportunity to thank the student pilots who endured very uncomfortable conditions on the day. Thanks go to Rob and Travis Bartlett, Rob Davidson and Keith Mundy.

Also thanks to the VMAA for hosting the event. Peter Harris, Graeme Scott, Murray Ellis and Geoff Herbert kindly donated their time under very arduous conditions. There was another VMAA instructor present but we are unsure of his name. Our apologies.

Those who attended the course are now practicing the Gold Wings rating flight schedule. The required standard is a bit higher than we all thought.



The car park turned into a bog but it recovered okay



Updates on New Field

Finally things are coming together. We have got the council planning approval, which includes the loo. Five club members took models to test flying conditions. No major problems (Except for Murray). We are going to be fortunate that our main flight line will be east/west enabling us to fly with the sun behind us all day. With a little bit of planning this will be an excellent venue, but it means a lot of hard work. Finally, we will be able to have nice facilities and something to be proud of.



Club Sex!

Now that we have got your attention, don't forget that your annual subs are due NOW. If you have lost your form that was included in the last newsletter, don't worry, just send a cheque.



Club Uniform

Polo shirts will soon be available at a cost of \$31.00. This includes the club logo sewn on and a couple of dollars for the club coffers. Please notify Max Rowan regarding size and quantity. Shirts can be picked up and paid for at the meeting or Top Gun Models. The cost of all club uniform items with cloth badge sewn on is as follows:

Caps \$16.00

Jackets \$56.00 (XXL \$60.00)

Shirts \$31.00



Roy Gladman Trophy - Aerobatics

The second round of the Roy Gladman Trophy has been scheduled for Sunday 9th July. The first round was great and everybody had a ball. Don't be put off by aerobatics, we want this day to be fun as well. The event will consist of 10 maneuvers

1. Double Immelman
2. Slow roll
3. Two inside loops
4. Two Horizontal rolls
5. Top Hat
6. Cuban Eight
7. Square loop on corner
8. Straight inverted flight
9. Two outside loops
10. Two turn spin

We know that you won't be familiar with all of these maneuvers.

We know that you may not have a model that can even do all of these maneuvers.

It doesn't matter – We want it to be a fun day!!

The method of scoring will be fair to everybody regardless of model flown. Points will be awarded for attempting maneuvers. There will be a list posted in the shed describing each maneuver to allow for practice.

Maneuvers are taken from the current Pattern Association Sportsman class rules.

Contact Glenn White for further information.



Event Calendar

July 2 nd 2000	Military and All Sorts Fun Fly. WMAA Horsham
July 2 nd 2000	F4C and Large scale MARCS
July 9 th 2000	Roy Gladman Trophy Round two (Aerobatics)

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



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Due to multiple nominations received for the 2000 / 2001 committee office bearers, a vote is necessary.

To vote for the office bearer you want just tick (√) in the appropriate box.

Only original voting forms will be valid. (no photo copies will be accepted).

Voting is restricted to financial members only.

Associated members are not eligible to vote.

The voting forms should be returned to Rick Pimblott before the annual general meeting is opened on the 26th July 2000 in person or by mail to Back Raglan rd. Beaufort 3373

The multiple nominations are :-

President

Rick Pimblott ☐

Max Rowan ☐

Vice President

Glenn White ☐

Hugh M^c Cormick ☐

Rick Pimblott

Returning Officer