



# BALLARAT RADIO MODEL FLYING CLUB Inc.

Inc. No. A0001288M

## NEWSLETTER – May/June, 2001

### 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 Central Highlands Table Tennis Centre (corner of Howitt and Doveton Streets) on **Wednesday June 27<sup>th</sup> 2001** 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. Club Fees
2. New Field
3. Promotion of Club on Internet
4. Committee 2001/2002
5. Fund Raising

### Points of interest from the last meeting

#### 1. Club Fees – Membership Structure

Copies of the proposed membership structure were handed around the meeting for discussion. This was the result of what was decided at the last meeting with the addition of family membership reinstated. The meeting agreed with the structure and fees. This will be included in the next newsletter and voted on at the next meeting.

#### 2. New Field

Max Rowan advised the following:

- a) We have received all the necessary permits from Council to enable construction of toilet and shed to commence.
- b) Propose to organize for the following weekend to do the footings. Place note in newsletter advising members.
- c) Glenn White stressed that we need to fill the low points where the east/west and north/south runways cross and that the runways need to be extended just by mowing.

#### 3. Sponsorship

Nothing more to discuss at this stage.

#### 4. Committee 2001/2002

All positions with the exception of Treasurer and Vice President come up for election this year. (It was voted at the last AGM that the positions of President, Vice President, Secretary and Treasurer are elected for two year, periods on a staggered basis). Committee positions will be elected at the July AGM.

#### 5. Field Location Map for VMAA Directory

Murray Anstis advised that he has a CRB map covering the Yendon area. Secretary to follow up.

#### 6. Rubbish at new field

Hugh McCormick advised the meeting that Pat Fiskien (Landlord) spoke to him at the field last weekend. She noticed some rubbish in the paddock whilst they were conducting a fox hunt, and thought that it may have come from our bins. We do not have lids on the bins and it was recognized that this must be rectified ASAP. It was agreed that we will put lids on the bins or try and acquire some green plastic bins. Also, a note to be placed in newsletter stressing the need to make sure no litter is left at the field.

It was noted that we should advise Fiskens of any major events that we are going to hold at the field to make sure it does not clash with their fox hunts.

#### 7. Reading last meeting's minutes

The Secretary proposed to cease the practice of reading the minutes of the last meeting. This is because the minutes are being emailed to all members who attend meetings. A copy of the minutes will be passed around the meeting for info.

#### 8. Mower

Hugh McCormick reminded the meeting that the small mower needs repairing. Max Rowan thought that he could rebuild the motor and that the subject of mowers will be investigated further once we have the building works out of the way.



### Reports

#### Geelong Open Day 29<sup>th</sup> April

Four members went down to Geelong's open day on Sunday 29th April, namely, Max Rowan, Glenn White,

Wayne Goodwin and Roger Carrigg. The weather was quite good and the event was well supported by modelers from Geelong and other clubs. However it was not well patronized by the public due mainly to a mix up in the advertising. Aircraft of interest were the 40% scale Bucker Jungmeister and Brian Green's turbine powered jet. Brian was unlucky though. On his second flight he came across the field fast and went up in a vertical climb. At this point the engine suffered a flame out and the aircraft went in to a flat spin. Brian was unable to regain control and the model crashed. The Jungmeister was flown extremely well and demonstrated the aircraft's flight and performance capabilities. There was no pilot entry fee, they sold raffle tickets (3 for \$5) with the prize being a trainer aircraft and motor.

#### **VFSAA Scale day at Ross Creek 6<sup>th</sup> May 2001**

After a week of perfect weather it was disappointing that the day turned out a little bit cool and breezy. Only eight pilots competed in the event, 3 in unlimited and 5 in primary class. Competition was tight see scores below. It was a good job that four Ballarat members flew otherwise there would not have been a competition. This is a fun event; there is no pressure, which is why more members should participate. The next round of this event is to be held at Shepparton on 9<sup>th</sup>/10<sup>th</sup> June. This is the premier event of the season.

##### **Primary class** – Total is sum of two best rounds

<b>Entrant</b>	<b>Aircraft</b>	<b>R1</b>	<b>R2</b>	<b>R3</b>	<b>Total</b>
Glenn White	Extra 300	881	936	968	1904
Roger Carrigg	Cessna 182	878	935	951	1886
Max Rowan	Spitfire	766	827	874	1701
Wayne Goodwin	CAP 231	716	826	793	1619
Angelo Favaloro	Cessna	533	602	DNF	1155

##### **Unlimited class** – Total includes static points (I think)

<b>Entrant</b>	<b>Aircraft</b>	<b>R1</b>	<b>R2</b>	<b>Total</b>
John Lamont	Spacewalker1389	1367		2978
Robert Dickson	FW TA152	1337	1403	2923
Gary Sunderland	Halberstadt	1262	1279	2900

#### **Swan Hill Scale Fly In 19<sup>th</sup>/20<sup>th</sup> May** – By Matt Billett

It was time once again for another fly in. This time it was at the infamous Swan Hill. There was some doubt as to whether or not this year (2001) would be better than last year. There were however several factors in 2000 that nearly put an end to this traditionally very strong display of models and their makers.



Max with his Curtiss Jenny

This event had been keenly talked about now for several months and as always some were keener than others. The rumour that no prizes were being given out this year seemed to affect few people who planned to go. And so after some months and a whole lot of deliberation, it was decided by a good number of the BRMFC members that they would go, and once again take part in this fun and relaxing (for most) weekend.

As usual there was the "advance" party consisting of Roger Carrigg, Glen White, Max Rowan and Wayne Goodwin (with family in tow). The accommodation was again at the Pioneer City Tourist Park, and was of course of a good standard for the price. Matt, Amanda and Lachlan (the newest potential member of the club, if he could do anything other than sleep) Billett arrived on the Saturday morning at about 9:30am. There were already quite a few modelers there furiously unpacking and bolting things together trying to get the first flight in for the day before the skies became too congested. We saw anything from some very small Ultimate bipes (that strongly resembled annoying little bees, and I'm not just talking about appearance here!!!!!!), to some rather large hack models (that looked a lot like they were almost full size) like the Aeroworks Edge 540 of Glenn Orchard (Sunraysia Aeromodellers) and there were even two turbine models this year, a Sabre and a Kangaroo. Both flew well and were extremely impressive. Glen had his Beagle Pup 100, Wayne had a mustang and his ARF Cap, Max had his Curtis Jenny, Roger had the Cessna and his scratch built Airborne BlackJack jet, and Matt had something that vaguely looked like his Goldberg Extra 300. There was of course a wide and varied array of these flying machines all in different shapes, sizes and colours.



Waynes OS120FS powered P51– Flies very nicely

And so the days flying began on a cool but otherwise beautiful day that was a little breezy, but the all important sun had a full view of the events taking place, which of course pleased most of the 30 or so pilots that were partaking in the fly in. The catering was provided in an extremely professional manner, by the Swan Hill club members by way of pies, soups, curried sausages, hotdogs, coffee, tea, and soft drinks.

The day progressed and there were only a few minor altercations that occurred. Glen unfortunately had a seeming lack of power in his beautifully detailed Beagle Pup 100, and it promptly came back to mother earth in a rather ugly and no doubt slightly embarrassing way. The damage was minor, however it prevented him from flying



it throughout the weekend (You should read the crash report!!!).



*David Laws turbine powered F86 Sabre*

Wayne Goodwin suffered from a nice slow landing that got a little too slow for the mustang and it promptly did a vertical landing. Unfortunately it did not fly again all weekend. (I'm sure you should read the crash report)

There were actually almost three mentions for the crash report, but Matt only suffered from a soiled pair of jeans when his Extra 300 almost went in due to "dumb thumb" syndrome.



*Matts recently repainted Extra 300*

There was what you could call an awesome display by Pete Averill of 3D flying. This man is a magnificent pilot and also a very approachable person. He uses some of the most exotic materials available to us and most of his spats, spinners, and undercarriage are all made by himself. (*I asked him about the undercarriage and he said it was balsa covered in carbon fiber. This is on a 96+'' model ED*). Generally his wife Claire finishes the models usually in some form of scale scheme. He and his models are definitely worth seeing. I think we were all a bit mesmerized at what he was able to do!!!

Saturday came and went and of course the mandatory Saturday night meal this year was at the Murray Downs Country Club. I think all had a reasonable night, but we might try somewhere different next year.

Sunday promised to be the perfect flying day, until the sun thought it had seen it all and decided to hide behind some high cloud cover. The wind/breeze was quite cool, and there was not quite as much flying as the previous day, but almost everyone had a "dip". The weekend concluded with presentations of fuel, gift vouchers and all received a bottle of "flash" CA.

Next year promises to be bigger and better, and we'd like to see an even stronger contingent from Ballarat.

*Many thanks to Matt for this very detailed and entertaining report. Photos are also courtesy of Matt. ED.*



## New Models seen at field

On Saturday 12<sup>th</sup> May there were two new models at the field to be test flown. The first was Glenn's Beagle Pup 100 'under' powered by a Saito 80 four stroke. After a lot of engine problems Glenn decided to risk a take off. Model was travelling at not much more than walking speed but nevertheless it rotated and climbed out slowly. Once in the air the Beagle flew brilliantly. Glenn was thrilled with the handling capabilities. Model is equipped with flaps but they were not used on its maiden flight. However these have been used since and are very effective. Glenn is currently working on fitting a larger and more powerful motor, probably an OS91 FS.



*Glenn's nicely detailed Beagle Pup 100 – Note model's registration. Where's the 'F' gone*

The next new model was Max's Curtis Jenny biplane. This is a very large model (and heavy) at 96 inches. It is powered by a heavily nipped Enya 120 four stroke. Max bought the model already built, but has spent many hours finishing it off and adding scale detail.



*The moment of truth for Max.*

Unfortunately things did not go as planned due to a miscalculation of the model's CofG. On initial takeoff it

lifted prematurely and climbed steeply, Max had no elevator control. After Max closed the throttle the Jenny stall turned and nosed into the ground from about 3m. Some damage was done to the fuselage. Undeterred Max worked until the wee hours of Sunday morning repairing model for another flight later on Sunday morning. After checking CofG it was found to need 1.5lbs of lead in the nose.

After these modifications it was nice to see this model gracefully take to the sky and fly extremely realistically

We believe that there are some other interesting models on the workbench that are just about ready for test flights. It is always an interesting part of aeromodeling.



## Crash Report

Only minor crashes this month. Max as mentioned in the previous section. Glenn's Beagle lost its undercarriage (twice). Due to lack of power on takeoff, and having to put model down in the rough. This problem will soon be overcome by opening the wallet and buying a bigger motor. We believe Hugh has had a few heavy landings while trying to negotiate crosswinds. As mentioned in the Swan Hill report Wayne had problems learning how to handle the effects of the flaps on his OS 120 FS powered P51.



## Membership Fees

Membership fees were discussed at the last two meetings resulting in the following fee structure to be **voted on at the next meeting** (27<sup>th</sup> June 2001). The major complication regarding membership fee structure is aligning it with the VMAA fee structure.

**Proposed Membership Structure** (Pension rates shown in brackets)

- A. **Senior member plus VMAA fee.** Pension discount of 10% applies, voting rights, gate key
- |             |                |                  |
|-------------|----------------|------------------|
| Club        | \$60.00        | (\$54.00)        |
| <u>VMAA</u> | <u>\$62.00</u> | <u>(\$52.00)</u> |
| Total       | \$122.00       | (\$106.00)       |
- B. **Senior member**, VMAA paid through another club and flies regularly at our field. Pension discount of 10% applies, voting rights, gate key.
- |       |         |           |
|-------|---------|-----------|
| Club  | \$60.00 | (\$54.00) |
| Total | \$60.00 | (\$54.00) |
- C. **Junior member** plus VMAA fee. 50% of Senior membership. Pension discount of 10% applies, voting rights, gate key
- |             |                |                  |
|-------------|----------------|------------------|
| Club        | \$30.00        | (\$27.00)        |
| <u>VMAA</u> | <u>\$28.00</u> | <u>(\$28.00)</u> |
| Total       | \$58.00        | (\$55.00)        |
- D. **Associate member** – VMAA paid through another club and flies infrequently at our field. Probably lives remotely to our flying field. No voting rights, gets

gate key.

Total \$40.00

- E. **Social member** – Does not fly. No voting rights or gate key.

Total \$15.00

- F. **Family membership** – One senior rate plus \$10. Family members must pay VMAA fees as specified (Junior or Senior). There is no family VMAA fee arrangement. Pension discount of 10% applies, voting rights, gate key. Applies to immediate family residing at same residence.

Club \$70.00 (\$63.00)

VMAA \$62.00 (\$52.00)

Total \$132.00 (\$115.00)

### Notes:

- ☐ All members receive newsletter.
- ☐ VMAA fees are based on 2001/2002
- ☐ \$10 Joining fee.
- ☐ \$5 Administration fee, if fees are not paid by end of July 2001. This is because the Treasurer has to send off multiple VMAA fees. (More work)



## Working Bee!! Working Bee!!

We are having a working bee at Yendon field next weekend 2<sup>nd</sup>/3<sup>rd</sup> June to lay the footings for the toilet and shed. If you can spare a hand please come along. Contact Max on 5330-2305 or 0408 501 584 for details. Maybe we can throw a few snags on the barbie.



## Tips & Tricks – by Roger Carrigg

Just a few points to observe to reduce the risks of a disaster. We as individuals should be able to eliminate just about all possibilities of something going wrong with the exception of the following. There is no excuse for something coming off inside the aircraft that results in a disaster. With experienced pilots most crashes that they have occur before the plane leaves the ground.

- Someone inadvertently switches on another Tx on your frequency. Apart from using frequency keyboards and transmitter pounds, this is completely beyond our control.
- After all precautions an unexplained battery failure. We should be checking our batteries regularly and use a charger that quantifies what is put into the battery and what is taken out during the recycle discharge.
- Pilot error. Ie trying a maneuver that we are unfamiliar with too low.

Some points to observe to keep out of trouble:

- Wrap receiver and battery pack in ¼ inch foam rubber. This can be obtained from Clark Rubber. Build a box out of the foam rubber gluing together with contact adhesive. Then wrap this in ½ inch foam



plastic and locate in fuselage. (I have seen some receivers attached directly to the airframe. You'll get away with it for a while but not indefinitely)

2. All nuts/bolts must have a locking method, by this I mean nyloc stop nuts, an extra locking nut, spring washers, or even lock wiring as on full size aircraft. To mount an engine, I always use socket head screws and nyloc stop nuts or if tapped into an aluminum mount, spring washers and a flat washer. You should **not** use spring washers directly against the engine's aluminum mounting flange.
3. Make sure all control clevises have a locking sleeve to ensure it cannot come off the control horn. This is probably more important on trainer aircraft which are more prone to get bounced around on landing. It is also good practice to use lock nuts on the clevis itself particularly if the threads are not tight.
4. I don't recommend servo pushrod connectors that clamp the wire using a set screw. This type of connector does not have a locking mechanism on the set screw, other than being tight. Having said this I have used something similar on my BlackJack elevator and rudder controls. I used the ball joint type because of all the angles involved with the swept back tail. To ensure the set screws do not come loose I filed a flat on the rods and also put a blob of selastic over the screw heads.
5. Nose wheel steering seems to be another area that causes a lot of trouble. Always file a flat on the strut where the steering horn attaches. If using a solid wire pushrod from the servo put a 'z' bend in the wire to absorb shocks. If these practices are observed you shouldn't have any trouble.
6. Tape battery and servo extension lead connections to prevent them from coming apart. This is particularly important in large models. In small models, the wing normally sandwiches all the wiring preventing any dislodgment. I used extension leads to the four servos inside the wing of my Cessna. To secure the connections I bound them with fine fishing line.

Unfortunately tape leaves a residue if left on for a long time.

If anybody has any **tips & tricks** please pass them on to the editor.

## VMAA Secretary

The newly elected secretary of the VMAA is Chris Caulcutt. The position became vacant following Ivan Chislett's appointment as MAAA secretary. We offer both all our support and wish them every success in these very demanding positions.



## Coming Events

Don't forget the Wimmera Model Aircraft Association Fly-In at Horsham on Sunday June 17<sup>th</sup> They have a new flying field and the location is the Wimmera Machinery Field Days car park. Full catering will be provided and flying starts at 10.00AM.



## Event Calendar

June 9 <sup>th</sup> /10 <sup>th</sup> 2001	VFSAA Scale Trophy – Shepparton.
June 9 <sup>th</sup> /10 <sup>th</sup> 2001	Old Timer Fly-In – TBA.
June 17 <sup>th</sup> 2001	Allsorts Fun-Fly – Horsham.
June 17 <sup>th</sup> 2001	Sporty Forty Aerobatics – MARCS.
July 1 <sup>st</sup> 2001	F4C & Large Scale – MARCS.
Sept ?? 2001	Mammoth Scale Fly-In – Shepparton.

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



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