



# **BALLARAT RADIO MODEL FLYING CLUB Inc.**

Inc. No. A0001288M

## **NEWSLETTER – May 2000**

The next meeting of BRMFC is to be held at B.R.A.C.E (Corner Windermere and Urquart Streets) on **Wednesday May 24<sup>th</sup> 2000** commencing at 7.30PM.

### **Agenda Items for the next meeting**

1. **Frequency Scanner**
2. **New Field – Agreement with Landowner**
3. **Nationals 2002**
4. **Club Uniform - Shirts**

### **Points of interest from the last meeting**

#### **New Field**

The Secretary tabled the correspondence from Moorabool Shire which stated that Central Highlands Water rejected our chemical toilet proposal. CHW are insisting upon soil tests and a septic system. Subsequent discussions with CHW have indicated that they may be willing to accept a composting toilet system.

Col Pinkerton then tabled the quotes that he has received from Clivus Multrum Australia for a composting toilet. The estimated cost for a complete CM8 toilet system on our non-powered site including delivery is \$3365.00.

The meeting decided to pursue the composting toilet system.

#### **Transmitter Certification**

Probably the most important thing discussed at the last meeting was the transmitter certification.

Following the recent recommendation by the MAAA that Tx's need only be certified once, and the adoption of this recommendation for our Annual display, there was general discussion regarding the pros and cons of whether the club should adopt the MAAA recommendation. Glenn White moved a motion that BRMFC adopt the MAAA recommendation that transmitters must be certified once only with each crystal. The motion was seconded by Len Asbury.

After a vote the motion was carried with **7 for** and **5 against**.

Col Pinkerton then suggested that the club should purchase a frequency scanner. The chair requested that he obtain prices.

#### **Nationals 2002**

The meeting agreed that the club should offer to host the Nationals in 2002.



### **Club Subscriptions**

Unfortunately it is that time of year again when annual club subscriptions are due. Could all club members please help keep our Treasurers job to a minimum by paying before 1<sup>st</sup> July 2000, thus enabling **one** insurance cheque instead of several to be sent to the VMAA. Members who are late paying, which has occurred in the past create a nightmare for the Treasurer. Remember, if you are not paid up by the 1<sup>st</sup> July you cannot fly. If subs are not paid within one month of the due date then the joining fee will apply. For your convenience we have attached a membership renewal form showing this year's fees. Please fill in the address and phone numbers so the club database can be kept up to date. Any inquiries please contact Martin.



### **New Committee**

Don't forget if you have any nominations for the new committee they must be lodged on or before 24<sup>th</sup> May 2000. The Annual General Meeting is to be held on 26<sup>th</sup> July 2000 where all positions will become vacant and a new committee elected. If you have any aspirations to stand for a committee position don't be afraid to put your hand up.



## Crash Report



The bitch crashed!!!

Rick had the misfortune of battery failure whilst flying. The radio went off the air and the model went into ever decreasing spiral circles until the inevitable. As you can see there is quite a bit of damage. Rick has since repaired the model. It seems the bitch will fly again.



The only other incident was during the Fun Scale competition. Max had a heavy landing after an engine out with his Smiths Mini Biplane. The only damage was to the undercarriage and his fingers.

Nice to see the list is small this month. (There maybe some incidents that we are unaware of)



## Reports

### Nats at Nowra

Five club members made the trip to the Nats held at Nowra NSW. Glenn, Roger, Graeme Allen, Col and Noel with his family all stayed in the same caravan park and had a great holiday. The weather was brilliant for the first half of the competitions. This was when the scale static judging was done. It was a different matter when it came to the flying event. It rained and drizzled for most of the time. As it wasn't cold, it was not unpleasant and it didn't stop the

flying. Our main interests were the scale events, but we took the opportunity some of the other events, eg. Gliders, control line, peanut indoor scale. One of the highlights was to watch the night scramble (I don't know who was supposed to do the scrambling, but we had to dodge a few models.) There were approx. 13 entries in Stand-off Scale. The quality of models varied considerably from first class to should not have been there. In fact one model was disqualified because it was an ARF. The standard of flying was good considering there was only one bitumen runway and most of the time pilots had to contend with a cross wind. There were no crashes in three rounds.

F4C was a different kettle of fish. All the models were spot on as far as craftsmanship was concerned, but the flying left a lot to be desired. Four out of nine crashed; two on take off and two during maneuvers. The first to go was a Jungmeister biplane. The pilot commenced a spit 'S' way too low and failed to pull out at the bottom of the half loop. Model also hit a drain pipe. Sticking out of ground which caused considerable damage. The next one was a Mosquito twin that veered off the runway, the pilot attempted to lift off without flying speed resulting in a tip stall; model flipped over and broke its back. A Cessna Bobcat twin did a similar thing. It lost power on takeoff, model climbed to about 10 feet and tip stalled then cartwheeled into ground. The last was the most spectacular. Another Mosquito, this one belonging to Alf Williams (At this stage well in front with static and first round flight points) while half way through its routine and at some distance away, model appeared to lose power or an engine. The result was a rapid stall and a vertical spiral through the trees and into the ground. There was nothing left. Even though it crashed and only completed 1/2 rounds, the model accrued enough points to be placed second.

Large Scale was the most interesting for us because Noel had entered his Gypsy Moth. This event had the most number of entries (19) and had to be flown over two wet days. Noel did very well in static (see results table). Differing from F4C, the flying was to a much higher standard, resulting in no crashes. Competition was close as far as static and it really came down to flying. Gary Sunderland had enormous static points with his Bristol Fighter but had major problems flying and had to pull out. It appeared that he had stripped gears in his aileron servo and was lucky to land safely. This left the main contenders, Brian Johnston (Heinkel 219), Noel (Gypsy), Alf Williams (Lysander), Ross Woodcock (Ansaldo) and Peter Gow (Texan). After 3 rounds of flying Brian just out flew Noel to get the first place. Congratulations on a great effort.

Just to sum things up, it was a great week, although the consensus was that the organization and running of events left a lot to be desired. It was nice to hear from several competitors and officials that it didn't compare with the running of the 95/96 Nats in Ballarat. It appears that our Nats are used as the benchmark.

### Fun Scale at Ballarat

Sunday the 7<sup>th</sup> May saw VFSAA Fun Scale event at Ballarat. The weather didn't look too promising but we were fortunate that it turned out quite nice. Primary scale had a good roll up, out of the seven competitors five were from our club. Max had engine trouble, hard landing, damage to undercarriage and had to withdraw. Wayne had engine troubles with his CAP 231 after the first round and also had to withdraw. Col, Matt and Roger flew both rounds. Roger (Cessna 182) finishing in first place followed by Matt (Extra 300). Great result for Ballarat.



Winner! Winner! Winner!

Unlimited had about seven entries. This was won by Robert Dixon (FW190), followed by Gary Sunderland (Albatross).

It is nice to see the club members supporting this event. This is a good stepping stone to the Nats, remember they are in Victoria in 2002.



### Safety Issues

Just a reminder to everyone to be careful with spinning props. It is very easy to get body parts in the path of props while tuning motors, removing glo plug battery leads etc. Just recently a member had to go to hospital to have deep cuts to the hand attended to. Generally the hand that gets cut is the one that you use the most and makes life very difficult until healed.

After the recent rain the field is now getting soft, so care needs to be taken driving in so as not to damage the surface. Try and keep vehicles as close as

possible to the fence. Definitely no vehicles out past the flight line.



### Events

#### Instructors Course

For those that are not aware the VMAA is conducting an Instructors Training course over the weekend of Saturday 27<sup>th</sup> and Sunday 28<sup>th</sup> May. **The field will be closed to general flying all day Sunday.** Spectators are welcome. There will be a sausage sizzle lunch at minimum expense. If anybody is interested in attending, there is a \$10 fee. See Murray Anstis for further details. This course includes Bronze and Gold wings flying standards.



### News Flash

Great interest was shown in the Peanut Scale event at the recent Nowra Nats, so much so that there has been a rush on peanut scale model kits. A challenge was made that our members are incapable of building and flying these miniature models. We wont mention any names about who made the challenge but we reckon that our models will fly better and longer than his peanut silver and blue Gypsy Moth.

Indoor flying meetings are held on the 3<sup>rd</sup> Tuesday of each month at Ballarat Grammar. We have heard that this meeting is very well attended with several types of indoor models being flown. So if you are looking for something to do with your spare time build a one of these interesting little models (Can't complain about the cost)



### Coming Events

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|--|--|
| May 28 <sup>th</sup> 2000                    | MARCS 4 stroke rally at MARCS.             |
| June 10 <sup>th</sup> /11 <sup>th</sup> 2000 | VFSAA Scale trophy at Shepparton.          |
| June 18 <sup>th</sup> 2000                   | Sporty 40 Aerobatics at MARCS.             |
| July (Sometime TBA)                          | Roy Gladman Trophy Round two (Aerobatics). |



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




## Results of the Large Scale event at Nowra by overall placing

### MAAA Nationals NOWRA 2000 - Mammoth Scale Results

Flight Order	Contestant	Aircraft	Static	Flight 1	Flight 2	Flight 3	Total	Remarks
12	Johnston, Brian	Heinkel 219	1909.0	1573	1632	1678	<b>3564.0</b>	
16	Findlay, Noel	Gypsy Moth	1890.5	1522	1492	1612	<b>3457.5</b>	
1	Woodcock, Ross	Ansaldo	1893.0	1452	1337	0	<b>3287.5</b>	Unable to stay for extended day
2	Williams, Alf	Lysander	1810.5	1447	1214	1475	<b>3271.5</b>	
15	Gow, Peter	AT6 Texan	1752.0	1435	1321	1558	<b>3248.5</b>	
19	Brackley, Stewart	Piper Pawnee	1625.0	1247	1322	1464	<b>3018.0</b>	
3	Weatherson, Terry	Spacewalker	1653.0	1094	1174	1190	<b>2835.0</b>	
10	Kinnane, John	Fokker D7	1601.0	939	1224	1199	<b>2812.5</b>	
18	Considine, J.	B29	1522.5	1254	1283	0	<b>2791.0</b>	Unable to stay for extended day
6	Ogle, Ray	Spitfire	1618.0	1213	1037	0	<b>2743.0</b>	Unable to stay for extended day
9	LaMont, John	Spacewalker	1624.5	1162	1064	0	<b>2737.5</b>	Unable to stay for extended day
8	Mansell, Bill	Spacewalker	1661.0	1062	1051	0	<b>2717.5</b>	Unable to stay for extended day
17	De Chastel, Garry	Curtiss Junior	1421.0	1226	1174	0	<b>2621.0</b>	Unable to stay for extended day
4	Watts, Ian	Clipped wing Piper Cub	1448.0	841	1035	857	<b>2394.0</b>	
5	Sunderland, Gary	Bristol F2B Fighter	1908.0	634	96	0	<b>2273.0</b>	Aileron Servo problems
13	James, Barry	Fokker D7	1798.0	841	0	0	<b>2218.5</b>	Unable to takeoff in round 2 and withdrew
14	Gregory, Warwick	Taylor Craft	1678.0	831	0	0	<b>2093.5</b>	
11	Jones, Lionel	Stampe	1712.0	613	0	0	<b>2018.5</b>	
7	McCann, Laurie	Turbulent	1308.0	918	0	0	<b>1767.0</b>	

### Items for Sale by Members

Item	Description	Cost New	Sell	Remarks	Contact
Super Tigre 2250 engine	22.5cc 2 stroke Glo-plug motor with prop.		\$250.00		Ted Arnup 5344 8355(H)



**SANDRA & MURRAY ANSTIS**  
**TOP GUN MODELS**

**1B Ascot Street Nth, Ballarat, Victoria Australia 3350**

**Phone: (03) 5332 8298**  
**Fax: (03) 5332 2512**  
**E-Mail: [topgun@gaint.net.au](mailto:topgun@gaint.net.au)**