



BALLARAT RADIO MODEL FLYING CLUB Inc.

Inc. No. A0001288M

NEWSLETTER – September, 2001

Committee 2001/2002

<i>President</i>	Max Rowan	<i>Returning Officer</i>	Rick Pimblott
<i>Vice President</i>	Glenn White	<i>Public Officer</i>	Roger Carrigg
<i>Treasurer</i>	Rick Pimblott	<i>Safety Officers</i>	Hugh McCormick, Matt Billett
<i>Secretary</i>	Roger Carrigg	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Publicity Officer</i>	Glenn White		

The next meeting of BRMFC is to be held at Central Highlands Table Tennis Centre (corner of Howitt and Doveton Streets) on **Wednesday September 26th 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. Field Development
2. Fund Raising
3. Raffle
4. First Aid Kit
5. Spring Wing Event at Dereel

Points of interest from the last meeting

1. **Field Development**
 - a) Max Rowan reported that the field development is proceeding quite well.
 - b) Noel Findlay suggested using steel joists to support the flooring material from Laminex.
 - c) Max Rowan stated that he is going to organize another sign to display the names of the Safety Officers on the back of the toilet building. Max is to contact Peter Barnett.
2. **Fund Raising**
 - a) Roger Carrigg reported that the application to run the sausage sizzle on Saturday 22nd September has been submitted to the Ballarat Council.
 - b) The meeting thought that we should see how the first sausage sizzle goes before we commit to the second one.
 - c) The meeting briefly discussed the pro's and con's of running a Last Man Standing event. At the field recently Martin Tuddenham detailed his experiences with similar events and these were discussed. It was recognized that there is substantial financial risk in staging this type of event. Entry fee needs to be around \$20 per head. Members need a large circle of friends to be able to get sufficient people along to make it a success.
 - d) Glenn White suggested a raffle later in the year. We need to come up with suitable prizes.
3. **Field Safety – First Aid**

It has been mentioned recently at the field that the first aid kit is depleted and needs replenishing. Rick Pimblott agreed to look at the first aid kit and bring it up to standard.
4. **Spring Wing at Dereel**

The club has been approached by a community group at Dereel to put on a model aircraft flying demonstration on Saturday 17th November 2001. They are running an event called Spring Wing, which involves ultra-light aircraft, vintage/veteran/classic cars and rides for the kids etc. It is being run on private property at Dereel where there is a 2000 foot runway. It was noted that we must submit a permit application to the VMAA 60 days before the event. Glenn White is to liaise with the organizers.

It was noted that the raffle that we propose to run later in the year could coincide with this event.



New Models seen at field



Matts very impressive 90+” Sukhoi 26M

On Sunday 2nd September Matt was flying his new Sukhoi Su26M powered by a Desert Aircraft 100cc twin cylinder petrol engine. This model is a real credit to Matt. It is immaculately finished and shows all the effort that has

been put into it. Model flies extremely well and obviously does not lack power. It has unlimited vertical performance. However the Sukhoi needs plenty of runway to land and deft fingers on the controls.



Crash Report

Only the one crash that we are aware of this month. On Sunday 2nd September Matt had some guests from the Sunbury club up for the day to see his new Sukhoi. Unfortunately Clare Avril from the Sunbury lost her aerobatic model immediately after take off due to receiver failure. Model was severely damaged if not a write off. We think that a range check was inadvertently overlooked. This is easily done when flying at an unfamiliar field.



Field Development

Progress has slowed (maybe stopped) on the toilet. Noel has been on holiday, some people just can't get their priorities right. In the mean time we have been working on the new clubhouse. The frame has been partially erected. It now requires the purlins to be fitted, then roof and wall cladding to be attached.

Be careful driving in and out of the field where the water is over the track. This is a problem that will have to be attended to during the dry weather. Our contact at the Mooroolbark Shire has indicated that they will spread some crushed rock and grade it again.

Now that things are getting back to normal (better weather and fewer events to attend and people back off holiday) we should be able to get our projects finished.

We still need all the help we can get; toilet needs painting on the inside and the site office needs a lot of work inside to clean it up. The grass is growing and will need mowing etc. etc. etc.



Fund Raising

One of the agenda items for the next meeting is to do with conducting a raffle. As we have not had an open day this year due to moving to the new field this was considered to be one of the easiest ways to raise funds. The biggest problem is prizes. If anybody has any thoughts or ideas as to what we can raffle please come along to the next meeting.



Tips & Tricks

Landing Technique – All aircraft have different flying and handling characteristics. These characteristics normally pose the most challenge when it comes to the landing.

With some models you can almost land them in your sleep, while others are a real challenge every time it comes to reuniting with terra firma.

One of biggest problems on landing is the tendency for the aircraft to rebound into the air on touch down no matter how gently the wheels contact the ground, yet others you can bang them down and they stick.

My Blackjack and Cessna will both bounce while the Cherokee (Airborne Executive Single) will stick even on a hard landing.

No doubt there are a lot of reasons for this such as, aerodynamics, weight distribution, undercarriage position and shock absorption. But once the aircraft is built it is very difficult to fix any of these problem areas.

I have found that it is best to adopt a landing technique that substantially alleviates the problem and it is the way an aircraft should be landed in any case.

On the down wind leg reduce to ½ throttle and then after turning on to final pull throttle back to ¼ (just above idle and sufficient to keep aircraft flying). Drive the aircraft in and when about 300mm above runway cut the throttle. (The height will vary depending upon the size of the aircraft.) The aircraft will then sink and stick to the runway because it has effectively stopped flying. This is the only way I can land my Blackjack successfully without it starting a porpoise action that progressively gets worse on each bounce.



Shepparton 2001

Ahhhhh yes, the Shepparton Mammoth Scale 2001 fly in.....The Aeromodellers "piece de resistance"!!!! For some it was another year of stories and adventures that could be talked about for the next 12 months, and sometimes longer if the next year didn't shine over and above the one just past!!

The build up to this event is normally a feeling of excitement and anticipation that seems to drag on painfully slowly for weeks. The preparation, the organization, for some, the testing of new models, and even the finishing of new projects. This year the excitement seemed to be particularly jaded and somewhat cloudy due to the catastrophic tragedy that seemed to affect everyone in

some way, that had taken place in New York. And so it was, at least for me, a week of reflection, disbelief and keeping in check the priorities of life, and realizing that this IS a hobby after all, and it is there to be enjoyed, not agonized over. Having such a blurred lead up to the biggest air show in Australia, it seemed to hide in the shadows until the last possible moment, and then it emerged, and along with it, the excitement of seeing new models, meeting new people, catching up with old friends, and the ongoing quest for learning about this fast developing hobby of ours.

The weather 2-3 weeks prior to the "Formula one of fly ins" was threatening to be utterly hideous. But as in most cases, the powers to be produced a strong high-pressure system, and miraculously placed it smack bang over the Valley Radio Fliers field. All (or should I say, most, O.K, particularly myself) breathed a sigh of relief once the realisation hit, that the weather might not be nearly as terrible as first thought!!

And so the trek took place to the land of the canned fruit. The weekend of ritual performing also began. Most members would be there for both days, and would savour every moment of it. Max Rowan with his Curtis Jenny in tow, Roger Carrigg and his Cessna 182 Skylane, Noel and the ever faithful Gypsy Moth (with family in tow)[good to see him prioritizing], Glenn white with tool box (the story goes that he was apparently going to be someone's mechanic!!!!!!), Graham and June Waterhouse with lots of enthusiasm, and the Billett family along with the all new DA powered Sukhoi Su26M.

The set up ritual began early in the morning on the first of two fun and exciting days of flying, repairing, and "chewing the fat". 8:00am saw a large number of competitors there waiting with baited breath, all ready to make the initial assault on the crisp, still morning air. Matt's Sukhoi was actually the first model to fly for the weekend and for his efforts and obvious early preparation received a small tool kit for "first in the air". The day progressed and the sun found some sting about mid-day. So the sun cream was donned by all, in the expectation of a long, warm, tiring day. And that the day was!!! There were no real fatalities to speak of, except for a mew gull which I did not see re-kit itself. According to the reliable crash source I have, it could possibly have been pilot error involved in one wicked form or another.

Lunch casually rolled around and this was diligently provided by the wives/families of the Valley Radio Fliers. There was a fantastic range of food to have, from freshly baked cakes, to bangers on bread to hotdogs to hamburgers with the lot. Drinks took the form of soft drinks, tea and coffee.

And so the day went on with much eating, flying, laughing and rubbish being spoken. After a full day of activity the second ritual began. The unenvious task of packing up for the first time for the weekend. After this ceremony was complete and people were on the way to their nights abode, the hunger bug hit with great vengeance!! The all too familiar "all you can eat" Chinese was looking very tantalizing, not to mention tasty. There was of course the pre-paid and arranged dinner by the host club, but as per

usual, our regular band of party goers come bargain hunters did the Chinese thing again. And of course we all had an absolute ball, not to mention all the food that was consumed!!! The Chinese meal ritual now over, most of our friendly bunch of rabble went their separate ways until the next day, until early in the morning when they would all magnate back in to one big conglomerate again to perform the set-up/ pack-up rituals with a shed load more of flying, repairing, and "chewing the fat"!!!!!! The day became windy on the Sunday until it was at a stage when all those "pesky" bi-plane thingies were too fragile to fly and the only ones left who were to risk life and limb (O.K I went too far that time!!!!), were the tear arse aerobatic pilots. It is rumored however, that there was actually one aerobatic pilot in real danger of being called (or seen to be) considerate!!!!!!!!!! Could this be??????????? We think not!!!!!!!!!!!!!!

At 3pm on the Sunday most had packed up, and some had even begun their early migration back from whence they came. The presentations were short but sweet, which is the way we all like them. Our chivalrous President, Max Rowan won the absolutely magnificent perpetual trophy for Pre WWII. Well done Max. Good to see the hard yards of the Jenny paid off. Matt also came home with some extra luggage, he claimed the Scale Aerobatic trophy(landing must not have been judged in this award, thank goodness!!!!!! Time and testing should improve this.....I hope!!!!!!). Glenn Orchard who is also rumored to be a regular at these type of events, won Pilots Choice, the aerobatics comp (a prize of \$200 worth of balsa from Warren Maker of Balsaworks) and another award which I can not, nor will not, attempt to say/write just in case I make a fool of myself (oops!!!! Too late!!!!!!)

Then finally came the last ritual for the weekend, the long grind home. All seemed to have a great time, and no doubt will do it all again religiously next year. To those who chose not to attend, or simply could not make it, you missed out on a great weekend. Hope to see you there next year. Now is the time to start those "giant scale" projects.

Power on!
Matt Billett

Once again thanks Matt for an excellent article. Ed
One thing Matt forgot to mention was the rather impressive sight of Jim Wickham's ¾ scale piloted Spitfire doing very low passes along the flight line. Aircraft was so low it looked more like a model than the real thing. Jim flew the Spitfire to Shepparton Airport and was picked up by his wife in their small helicopter and brought back to the model field to join in the Fly-In.



Joy Rider

One of the club's prolific infrequent flyers (do you get infrequent flyer points!) actually got to have a fly last weekend. This was due to Dianne's generosity for his, either 50th or 60th (we're not sure) birthday. Graeme Allen was treated to a flight in the BAe

Strikemaster jet, which has been operating from the Ballarat airport over the last few months. Graeme did some loops and barrel rolls during his half hour flight. I'm sure this is a flight that will be remembered for a long time to come.



Coming Events

The club has been invited to put on a display at the inaugural Spring Wing Fair to be held at Dereel on Saturday 17th November 2001 starting at 10:00AM. The club will need members with nice models for a static display. If the flying permit that has just been submitted is passed by the VMAA/CASA we will also be looking for a few flying models and pilots. Having inspected the site on Sunday 9th October we have to advise that flying will be extremely difficult, as the site consists of a full size landing strip with trees on either side and at one end. A lot will depend on the wind direction and strength. It is not a place to risk a good model. However the event is for a good cause. It is to raise money for the local community and CFA. It is also a good opportunity for us to promote our hobby/sport and our club. If anybody wants further information please contact Max Rowan, Glenn White or Roger Carrigg.



Event Calendar

Oct 6 th /7 th 2001	Mammoth and All Sorts Fly-In – Sunrasia Aero Club – Mildura.
Oct 20 th /21 st 2001	Mallee Rally at Warracknabeal.
Oct 21 st 2001	Scale Rally at MARCS.
Nov 4 th 2001	VFSAA Fun scale round 6.
Nov 10 th /11 th 2001	Pylon Racing at BRMFC field.
Nov 17 th 2001	Spring Wing Festival – Dereel.
Dec 29 th 2001 to Jan 5 th 2002	55 th MAAA National Championships at Albury/Wodonga.

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

Don't forget Meredith Wholesale Nursery for all your gardening requirements. We must thank Pam and Barry for their kind donation of plants and shrubs at our flying field.



**meredith
wholesale
nursery**

Read St., Meredith,
Vic., 3333
Ph. (03) 5286 1397
Fax. (03) 5286 1280
meredithnursery@optusnet.com.au
www.meredithnursery.com.au

- Natives
- Cypress
- Tree Guards
- Agroforestry
- Planting Service
- Contract Growers
- Planting Tools
- Landscape Plants



Model Trains, Ships, Aircraft,
Plastic Kits, Die Casts, Live Steam,
Radio Controlled Cars,

Balsa and Fuel at very competitive prices!!

The following used items:

- **VMAR Ramrod with part radio and OS46FX**
- **Spinks Aeromaster with 60 size moter and radio**
- **Futaba 4 channel radio**

1B Ascot Street Nth, Ballarat. Ph. 5332 8298
<http://www.giant.net.au/topgun>
E-Mail: topgun@giant.net.au