



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

Web site: [www.sehler.net/brmfc](http://www.sehler.net/brmfc)

Inc. No. A0001288M

## **NEWSLETTER – September, 2002**

### **Committee 2002/2003**

<i>President</i>	Matt Billett	<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>	Wayne Goodwin, Max Rowan
<i>Secretary</i>	Roger Carrigg	<i>Newsletter Editors</i>	Glenn White, Roger Carrigg
<i>Publicity Officer</i>	Graeme Allen	<i>Field Maintenance</i>	Max Rowan

The next meeting of BRMFC is to be held at Central Highlands Table Tennis Centre (corner of Howitt and Doveton Streets) on **Wednesday September 25<sup>th</sup> 2002** 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. Life Member Guidelines Report**
- 2. Field – Road Account**
- 3. Avalon Bus**
- 4. Nationals Sponsorship**
- 5. Interclub Day**
- 6. Site Inspection**
- 7. Bronze Wing Standard as a Safety Rule**
- 8. Spring Wing Fair – Request for flying Display**

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

#### **1. Working Bee**

The President reported that the working bee held on Sunday 18<sup>th</sup> August was an outstanding success with about 13 or 14 members present. We managed to seed and top dress the runways using the seed donated by Stephens Pasture Seeds.

Fortunately Wayne Goodwin was able to screed the runways during the week after the top soil had dried out which ensured that the runways were usable on the following weekend.

Max Rowan asked that the club send a letter to Coates Wreckair Hire thanking them for the use of the Dingo Loader.

*Action: Secretary to send thank you letter to Coates Wreckair. (Done)*

#### **2. Field – Road Account**

The Secretary advised that we received another account from Moorabool Shire this month. Emails have been sent to the shire and finally contact has been established with Karen Wallace of the Accounts department and she has advised that she will discuss the account with Ian Stewart (Infrastructure Services)

#### **3. Field – Outstanding Jobs**

The Field Maintenance Officer (Max Rowan) started off the following discussion.

- a) Toilet** – Tom Jobling has the tiling, skirting board and painting under control. Tiles have been laid and Tom reported that the skirting board will cost

around \$25. Max pointed out that we have an account at G. Gay & Co.

- b) Final Inspection** – Glenn White reported that he needs to get the compliance form for the plumbing. Noel Findlay needs to look at the building works to see if request for final inspection can be submitted.
- c) Wood Heater** – Wayne Goodwin advised that there is nothing further to report on new wood heater. There does not seem to be any 2<sup>nd</sup> hand units available at the moment. The existing unit will see winter out.
- d) Max Rowan** asked that we get the register of who has security keys up to date. (Key to Container). The keys were cut by Les Rodd Locksmiths. It was thought that 8 keys were cut. (Max Rowan, Roger Carrigg, Glenn White and Hugh McCormick are known to have a key)

*Action: Secretary to work on key register. (In Progress)*

#### **4. Roy Gladman Aerobatics Event**

Glenn White reported on the aerobatics competition. Eight pilots registered although the weather was atrocious. There was a cold north wind blowing all day which no doubt attributed to the high attrition rate resulting in only two rounds being flown.

There were 20+ people in attendance which made it a very enjoyable day. Wayne Goodwin is definitely the most improved pilot this year and Rob Beardall did an exceptional job using his Hustler Trainer.

## 5. Insurance on Large Models

The Secretary advised the meeting that the club has received a copy of the MAAA insurance policy that covers all affiliated members. It appears that the Professional Indemnity Policy covers Inspectors of large models. This answers the question raised by Col Pinkerton during the last meeting. The Sec. advised that he will place a copy out at the field for reference.

## 6. Life Membership

- a) At the previous meeting Noel Findlay nominated Max Rowan for life membership. It was decided to hold over discussion until this meeting to give members time to consider the motion.
- b) After some preliminary discussion Max was asked to leave the meeting to enable the members to debate the issue further.
- c) Tom Jobling asked the Chair whether there was a club protocol or guidelines covering admittance to life membership. The current committee was unaware of its existence but Murray Anstis (life member) thought that there was.
- d) Tom J. pointed out that in an organization that he belongs to they have a protocol that says the following must be met.
  - i) Minimum time as a club member (10 years).
  - ii) Exemplary service.
  - iii) Be nominated and voted on by the members.
- e) Franz Van Der Bom a guest and potential member said that the Ballarat Rovers Bike Club has the following guidelines
  - i) 10 years service.
  - ii) 3 years on committee.
  - iii) General consensus of the members.
  - iv) Maximum number in relation to total members.

Franz thought that the Rovers have around 300 members and 10 life members.

- f) Tom J. then proposed that we form a working party to put together a set of guidelines that members must meet to be eligible for life membership. Keith Mundy and Graeme Allen offered to be on the committee.
- g) The original motion was put on hold until the results of the working party are tabled.

**Action:** Tom Jobling to chair working party consisting of Keith Mundy and Graeme Allen and report progress to the next meeting. (In Progress)

## 7. Bus To Shepparton

From a show of hands it appears that those going to Shepparton are using their own transport.

## 8. Bus To Avalon

Tom Jobling volunteered to make some enquiries regarding entry to the air show. He thought that he might be able to get a deal on better seating etc. Two years ago we hired a bus and driver from Davis Bus Lines for \$340 cash and charged \$10 per head. Also provided some light refreshments on the bus on the way home.

## 9. Nationals Event Sponsorship

The Secretary advised the meeting that the Nationals Organizing Committee has asked BRMFC to sponsor an event or events at the Nationals to be held in Albury/Wodonga at the end of the year. After some discussion it was felt that we should sponsor two events at a cost of \$150 (\$75 per event if more than one or \$100 for one event). The order of preference for R/C events was:

1. F4C Scale
2. Mammoth Scale
3. Stand off Scale
4. Aerobatics

**Action:** Secretary to send cheque for \$150 to Nationals Committee to sponsor two events. (Done)

## 10. Interclub day

Matt Billett proposed that we hold an interclub day at our field and invite the Haddon and Golden Plains clubs. After some discussion it was decided to invite the other clubs to a fixed wing fly-in. It was pointed out that the club constitution precludes extending the invitation to helicopter activities at our field for days other than public display days.

After a quick perusal of the VMAA calendar Sunday 27<sup>th</sup> October was chosen as a date to run with.

**Action:** Secretary to send invitation to Haddon and Golden Plains clubs. (Done)



## New Models seen at field

Matts new 36% scale Edge 540 has been seen at the field recently. Matt has kindly sent us some photos and a description of the model.

The plane came in at 25lb on the nose and has a 104 inch span. It is built off the Aeroworks plan, except that we cut ALL of our own foam cores and that includes hollowed out turtledecks.



Matt's new 36% Edge 540 powered by a DA 100cc petrol. Looks very nice Matt!

Same engine (DA100) as the first two, and all digital Jr 8411 servos with two Rx switches and one for ignition, all Jr gold switches. I also have on board a Jr matchbox (multibox) to match the 2 rudder servos for the rudder. They work amazingly well. When I first hooked up the

carbon linkage between the two rudder servos (not even hooked up to the rudder at this stage!!!!!!), I thought it looked pretty well aligned, but with the use of my Astro Whatt meter (also on board), I was able to see that the current draw was 1.7amps, and with the multi box, get the current draw down to 0amps. A great result!!!!!!

The Whatt Meter tells me 4 things: Instant current consumption, Power, Volts (for what it is worth), and most importantly it shows me EXACTLY how many mAh I've used since I armed it at the start of the day. Coupled with the fact that my Schulze charger tells me EXACTLY what went into the pack after the discharge/charge prior to flying, there is absolutely no mistake about how many flights I can have before I need to recharge. Lets say the average capacity used per flight is 300Mah (which is for a full, full-on 10 minute flight), and all of a sudden I land and see that the last flight I used 800Mah for example, I know that something has gone terribly wrong to draw that much current and stands as a warning for me to investigate prior to the next flight. It boils down to a pretty solid avionics system.



*Matt's son Lachlan admiring Dad's new plane. Gee, I reckon I could just about fit in there!!*

I have also run 14g wires from the switches to the four servos at the rear of the plane directly. This means that in a maneuver that requires a high current delivery, that the servos will get all the power from the battery pack that they need instantly, which will, if I'm good enough on the sticks, equate to a very crisp maneuver. This system also assists with taking the load off the receiver bus!! I also have on board my standard electronic ignition kill switch which I'm able to operate from the gear switch on the Tx. This gives me an alternate way to kill the motor extremely quickly in an emergency, other than the throttle trim tab.

Thanks for the very informative article Matt (Ed.)

Something else that is new at the field. Graeme A. actually took-off, had a fly and landed on the runway without damaging his model. Keep it up Graeme!!



## Crash Report

It's good to report that we haven't heard of any crashes this month. We must all be getting better or is it due to the

fact that there has been little flying due to the inclement weather.



## Solo Flight

We would like to congratulate Geoff White on accomplishing his first solo flight on Sunday 1<sup>st</sup> September. Geoff has been learning to fly under Glenn's instruction for about 3 months (of weekends). The next milestone for Geoff is attaining his bronze wings.

It is good to report that Roger's pupil, Tom Jobling is progressing quite well and it shouldn't be too much longer before Tom also solos.

Max's trainee Gordon Hicks is getting the hang of things and hopefully should be soloing in the not too distant future.

It is nice to see new members learning to fly. New members are the life blood of the club and we should all give them every assistance.

Note: It is envisaged that all pilots flying unaccompanied at our field must have a passed the bronze wing standard of flying.

**BRONZE WINGS:** The Trainee pilot must demonstrate competent basic skills in the following aspects of R/C powered aircraft flying.

1. **Dexterity Training** – Blindfolded must be able to locate transmitter controls quickly without fumbling.
2. **Theory** – Trainee pilot must be able to name all major components of aircraft and define functions including effect of controls.
3. **Airframe and preflight checkout** – Battery check, key in the board, range check, integrity of airframe and engine etc.
4. **Flight Test**
  - a. Take off
  - b. Two procedure turns (one at each end of runway)
  - c. Rectangular landing circuit
  - d. Approach and Landing.

Any members that do not have their bronze wing certificate are strongly encouraged to take the test. Also any members wishing to attain their gold wings are encouraged to give it a go. For more information please contact Glenn White or Roger Carrigg.



## Tips & Tricks

The following article on propeller sizes was compiled by Brian Winch (The Airborne Engin-ear) and is reprinted here to assist you to select the correct prop for your model.

*I have drawn up a list of basic propeller sizes as a guide and it will be in this issue. Copy the list, have a large one for your workshop and a small one for your wallet.*



Remember, BASIC sizes, ball park figure, somewhere to start, not a definitive. If you find a 13 and 11/16 inch diameter by 4 and 37/64 inch is best for your Razz Rouzer 0.63.7 then good for you; just don't blind me with your science. Read the note at the top of the page again.

ENGINE (2 STROKE)	PROPELLER RANGE
0.10- 1.6 cc	7 X 4-----7 X 5 ---7 X 6
0.15- 2.5 cc	7 X 5-----8 X 5
0.21- 3.5 cc	8 X 6-----9 X 5
0.25 / 0.28-4.1 cc	9 X 5-----9 X 6
0.32/ 0.36- 5.3 cc	9 X 6-----10 X 6
0.40 = 6.6 cc	10 X 6-----11 X 6
0.45 /0.46 = 7.5 cc	10 X 8-----11 X 7
0.51 = 8.5 cc	11 X 6-----12 X 6
0.60/61/65 = 10 cc	11 X 7-----12 X 8
0.75 = 12.5 cc	12 X 8-----13 X 7
0.90 = 15 cc	13 X 6-----14 X 6
1.08 = 18 cc	14 X 6-----16 X 6
1.20 = 20 cc	16 X 8-----18 X 8
1.8 = 30 cc	18 X 6-----19 X 8
2.76 = 46 cc	20 x 10 ---22 X 8

#### FOUR STROKE

0.25	9 X 6-----10 X 6
0.30	10 X 6-----11 X 5
0.40	10 X 7-----12 X 6
0.45	11 X 6-----13 X 5
0.51/52/53	10 X 9-----13 X 5
0.60/61	11 X 8-----13 X 6
0.90	12 X 9-----14 X 6
1.20/1.50	14 X 10 --18 X 8

*Note: Further experimenting with propeller sizes is recommended to obtain the maximum performance required for the type of aircraft to which the engine is fitted. The sizes recommended are applicable to r/c models; control line and free flight requirements might differ.*



## MAAA Insurance Premium

We have good news and bad news. The good news is that the MAAA has been able to secure the Member to Member insurance cover for this year, which we have previously had since 1995. The bad news is that we are up for a further **\$10**. This is on top of the **\$13.50** extra insurance that everyone has already paid. This new policy commenced on 29<sup>th</sup> August 2002 and all monies must be received by the MAAA by 31<sup>st</sup> October. Your cooperation in promptly forwarding **\$10** to the Secretary would be much appreciated.

Here is a brief run down of the MAAA insurance policies that we all contribute to: (Includes broker fees and taxes)

1. 2 x Public liability	\$245,965
2. Personal Accident & Sickness	\$35,324
3. Directors & Officers	\$44,852

4. Professional Indemnity	\$5,198
5. Member to Member	\$72,600
<b>Total amount</b>	<b>\$403,939</b>

We must thank the MAAA executive for all the hard work that they have put in to secure this cover. If we did not have it we would find it difficult to secure flying fields.



## Coming Events

### Interclub Get Together

Invitations have been sent out to the Golden Plains Club and Ballarat Aero Modellers (Haddon Club) to join us for a relaxed days flying and BBQ lunch on Sunday 27<sup>th</sup> October. It is basically a normal Sunday social flying with the opportunity to catch up with the other aeromodellers in our area. Please note it in your diary.

### Sausage Sizzles

We have two sausage sizzles booked for later this year. The two that were held last year were very successful and helped to top up the club coffers. The location on both occasions is outside the **Sebastopol Safeway** Supermarket on the mornings of Saturday **5<sup>th</sup> October** and Saturday **16<sup>th</sup> November**. If you can spend a couple of hours and help out it would be much appreciated. In any case it is a bit of fun, you can have a few jokes with most people.

If anybody has any other ideas for fund raising then please let your thoughts be known.



## Event Calendar

Sept 21 <sup>st</sup> /22 <sup>nd</sup> 2002	Mammoth Scale Fly-In – Shepparton.
October 5 <sup>th</sup> /6 <sup>th</sup> 2002	Sunrasia Fly-In – Mildura.
October 5 <sup>th</sup> 2002	Sausage Sizzle – Safeway Sebas.
October 27 <sup>th</sup> 2002	Interclub Get Together – Yendon
November 16 <sup>th</sup> 2002	Sausage Sizzle – Safeway Sebas.

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

