



**Annual General Meeting and  
Special Resolutions**

**To be Held at  
Toongabbie Sports and Bowling Club  
12 Station Road, Toongabbie  
9624 6230**

**Friday Evening  
23 September 2005 at 8PM  
Dress rules apply**

**Agenda:**

- **Apologies**
- **Previous Minutes**
- **Matters arising**
- **Presidents Report**
- **Treasures Report**
- **Secretaries Report**
- **Election of the Committee**
- **Special Resolutions**
- **Other Business**

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**WEB PAGE ADDRESS  
WWW.SRCSCLUB.COM**

*Please note that any article, technical or historical fact or fiction other than the published minutes of general meetings of the club, express the opinions of the writer of such articles and do not necessarily become fact. The club accepts no responsibility for any outcome of any incident that may or may not be attributed to any matter printed in the club newsletters.*

**SYDNEY RADIO CONTROL SOCIETY INCORPORATED**

**THE 2004 – 2005 COMMITTEE**

<b><u>NAME</u></b>	<b><u>POSITION</u></b>	<b><u>PHONE</u></b>	<b><u>E-MAIL ADDRESS</u></b>
Mike Close	President	(02) 9872 6469	Mikeclose@cherry.com.au
Matt Holloway	Vice President		mholloway@mmm.cm
Paul Toyne	Secretary & Safety Officer	(02) 9642 7059 0419 525 664	papaloma@bigpond.net.au
Ewald Klinkenberg	Treasurer & Registrar	(02) 98312817	Klink@idx.com.au
Norman Bantin	Newsletter Editor	(02) 9624 8117 0403 337 829	nbantin@bigpond.net.au
Baldo Polizzi	Ordinary Member		baldo@ozemail.com.au
Bill Barrett	Ordinary Member	(02) 9680 7114 0416 363531	bbbarrett@ozemail.com.au

**Working Bee 10<sup>th</sup> September**

*A Working Bee is to be held at the field to erect the new shelter attached to the container on Saturday 10<sup>th</sup> September. If you can assist the Club in any way contact a committee member.*

**Members please note: -**

***For those who have not obtained their 2005 – 2006 Club badges they are available in the Transmitter Pound please find and wear at all times for identification purposes.***

<b><u>CLUB EVENTS</u></b>	<b><u>Date</u></b>	<b><u>Alternate Date</u></b>
Kevin Gray Fun Fly	Saturday 27 <sup>th</sup> August	Saturday 10 <sup>th</sup> September
SRCS Scale Rally	Sunday 16 <sup>th</sup> October	
Pattern Day	Sunday 30 <sup>th</sup> October	Sunday 13 <sup>th</sup> Nov

# **SYDNEY RADIO CONTROL SOCIETY INCORPORATED**

## **PRESIDENT'S LETTER**

Once again we are round to the time for the AGM. We always urge members to attend every QGM and AGM. The SRCS Rules allow the Committee to run the Club on a week-by-week basis but reserve to the general membership the ability to decide all the non-routine issues that affect how the club operates. These are made at the General Meeting and, as long as there is a quorum, who ever is there decides, whether it is a handful or a good representative selection of members. As far as I know the actual result has never been an issue but there is always the first time. The AGM of course elects the Committee for the next year and so is one of the more important meetings. This year, as you will see from this Newsletter, there are two Special Resolutions. The first of these should be straightforward. We misinterpreted the requirements of Corporate Affairs with our recording of the Special Resolution from last year and so we have to confirm that resolution. The second one however may create some debate.

On checking many similar, model aircraft clubs, many do recognise members who have contributed significantly to the club by awarding Life Membership. SRCS is no different. However for by far the majority of Clubs the reward is either just the title with no other benefit, or the direct cost of the annual member of just the club itself being waved. However for SRCS the benefit is considerable more as, in accordance with the Rules, the Club pays for the MASNSW and MAAA costs of its Life Members where they are still flying anywhere or do not opt out for any reason.

This was last debated in 1990. At that time the Rule required the club to have one and a quarter senior members for the club fee just cover the external costs of a single Life Member. At the time the Club decided on balance not to change the Rules. However since then the cost structure of model aviation has changed dramatically. Whilst the Club fee has remained relatively stable the insurance cost has escalated by a factor of over 10. In addition the MAAA, and particularly the State fee due to the purchase of land, has increased by a greater percentage than the basic SRCS fee. As a result we now need over three members just to pay the external cost of every life member. To make this clear; if we had to pay the fees of three Life Members we would need more than nine Senior members, in addition to those three, before there was any net income to the Club from members fees. Given the size of SRCS this is a considerable financial burden, which of course you hope continues for many years.

Whilst it could be argued that maintaining the status quo has absorbed the increasing costs over the year. However it does have a serious disadvantage. Over time, more members potentially will have contributed to the organisation of the club and in other ways to be considered for Life Membership. However at some level of Life Membership numbers, the decision would have to be made, not on does Person A deserve Life Membership but can we afford another Life Member? This seems to be unfair.

The notice of Special Resolution in this Newsletter is to address this issue. It puts forward one alternative but can be amended at the meeting to one of the other options. What is decided is up to you all, the current members. You will see from the Minutes of the last QGM that SRCS membership is currently closed. However if anyone asks you about this do mention that the Committee has some discretion. Whilst anyone can still apply, and may or may not be successful, no applicant who is new to flying, in accordance with the guidelines given by the meeting, has so far been rejected by the Committee. Certainly any one who is just taking up flying should be encouraged to consider all the benefits that SRCS can offer.

Final safety notes are that at SRCS no one can no longer just hold their own fixed wing aircraft whilst starting the engine. To prevent accidents you now have to either have it restrained by a mechanical means or else have someone else hold it. As required by the MAAA, people who sign the visitor's book, and who are not MAAA Affiliated Members, have to have a competent Club member with them whenever they fly, even if they are themselves competent. Also club members cannot fly by themselves unless an MAAA Instructor has cleared them, or if one is not there at the appropriate time, then their peers at the field can decide on an interim basis. These are covered in the MAAA Manual of Procedures which is available at <http://www.maaa.asn.au/mop.html> and contains much other relevant information.

**Happy and safe flying Mike Close President**

# SYDNEY RADIO CONTROL SOCIETY INCORPORATED

## SPECIAL RESOLUTION 1

The meeting endorses the Special Resolutions for the Rules changes approved unanimously at the Annual General Meeting of 3<sup>rd</sup> September 2004, namely;

### MEMBERSHIP QUALIFICATIONS

**2. (I) A person is qualified to be a member of the Society if, but only if-**

The person is a person referred to in section 15(I)(a), (b) or (c) of the Act **and has not ceased to be a member of the Society at any time after incorporation of the Society under the Act;**

**2(2) (b)** the following types of membership of the Society only shall be available -

(i) Senior membership shall be available to all persons who **do not qualify for junior membership on the 31st of December of the year of joining the Society are over eighteen (18) years of age;** or

(ii) Junior membership shall be available to all persons who at the time of joining or renewing their membership of the Society have **not attained the age of eighteen (18) years or if they have turned 18 years old on or after July 1 of the current membership year. The membership year is July 1 to June 30 have not attained the age of nineteen (19) years at the 31st. of December of that Year.** or

(iii) Pensioner membership shall be available to all persons who can produce a current **Social Security pensioner card Social Security pensioner card issued by the Commonwealth of Australia**

### PAYMENT, ETC; OF OFFICE BEARERS AND MEMBERS

43. A member of the Committee shall not be appointed to any salaried office of the Society or any office of the Society paid by fees, and no remuneration or other benefit in money or money's worth shall be given by the Society to any member of the Committee except -

- (a) Repayment of out-of-pocket expenses;
- (b) Interest at a rate not exceeding interest at the rate for the time being Which is or would be charged by the Society's bankers for money lent to the Society; and
- (c) Reasonable and proper rent for premises let to the Society.
- (d) **Where such benefit is authorized by Special Resolution of the Society**

44. Without affecting the operation of rule 17, **and unless authorized by Rule 43(d)**, the office of a member of the Committee shall become Vacant if -

- (a) The member holds an office of profit in the Society;
- (b) The member is directly or indirectly interested in any contract or proposed contract with the Society.

### REASON

To enable the resolution to be accepted by NSW Department of Corporate Affairs

# SYDNEY RADIO CONTROL SOCIETY INCORPORATED

## SPECIAL RESOLUTION 2.

Amend Rule 2.1.2 (v) as indicated;

Life membership shall be available to those members of the Society who in the opinion of the Society due to service to the Society are granted such membership and shall have all future **dues membership fees of the Society, excluding fees collected on behalf of State and Federal bodies** paid by the Society;

### REASON

To more fairly balance to the costs associated with Life Members with the current SRCS fee structure and return them to more nearly reflect that when the Rules were originally drafted.

**The following is an extract from the Rules of the relevant sections concerning Rule changes.**

### **SPECIAL RESOLUTION FOR MATTERS OF VITAL IMPORTANCE**

32. A resolution of the Society is a Special Resolution if -
- (a) It is passed by a majority which comprises not less than **three-quarters** of such members of the association as, being entitled under these rules so to do, **vote in person or by proxy at a general meeting** of which not less than **21 days written notice** specifying the intention to propose the resolution as a Special Resolution as given in accordance with these rules

### **APPOINTMENT OF PROXIES (See form on back page)**

34. (1) Each member shall be entitled to appoint another member as proxy by notice given to the Secretary **no later than 24 hours** before the time of the meeting in respect of which the proxy is appointed.
- (2) The notice appointing the proxy shall be in the form set out in Appendix 2 of these rules.

### **ALTERATION OF OBJECTS AND RULES**

38. The statement of objects and these rules may be altered, rescinded or added to only **by a Special Resolution of the Society.**

### **FOR SALE**

These items can be purchased from the Club Treasurer: -

Club metal badges	\$5 ea.
Club cloth badges	\$5 ea.
SRCS stickers	50c ea.
Club Tee shirt	\$25 ea.
Club Caps	\$15 ea.

At the moment the Club has plenty of stock of caps and shirts available, so why not lash out any invest in a new Club Shirt and cap. Don't forget that the Club Badges issued to this years to financial members must be worn at all times. A perfect place to wear it is on your new cap.

These items are available from **Ewald Klinkenburg or another committee member** at the field.

Sizes for the shirts are large and XLS in blue or grey.

# **SYDNEY RADIO CONTROL SOCIETY INCORPORATED**

## **JUNE 2005 QUARTERLY GENERAL MEETING**

### **MINUTES**

The Quarterly General meeting was held at the Toongabbie Bowling & Recreation Club on Friday 3rd June 2005.

Mike Close opened the meeting at 8.07 p.m. Minutes were recorded by Paul Toyne

<b>PRESENT</b>	Mike Close	Col Lyttle
	Norm Bantin	Paul Toyne
	Ewald Klinkenberg	Rick Rapley
	Derek Slevin	A Turner

<b>APOLOGIES</b>	Matt Holloway	Baldo Polizzi
	Bill Barrett	

### **MINUTES OF THE PREVIOUS QUARTERLY GENERAL MEETING 01-04-05**

The minutes of the previous QGM held at Toongabbie Bowling & Recreation Club on Friday 1<sup>st</sup> April 2005 were accepted as a true and accurate record with no changes.

### **MATTERS ARISING 01-04-05 QGM**

- Mike Close to review the changes to the SRCS Club and make formatting changes before sending to Ewald to submit to the Department of Fair Trading.  
***Time deadline lapsed resubmission required after motion at next AGM EK.***

### **SECRETARIES REPORT**

#### **Incoming:**

Nothing to report

#### **Outgoing:**

Nothing to report

### **TREASURERS / REGISTRARS REPORT**

- See separate report

### **OTHER BUSINESS**

- Fee structure was discussed and a motion passed in favor regarding accepting such fees as proposed at the QGM plus any rounding required to ensure an even dollar fee. This was required in light of the absence of the MASNSW fee component for 2005/2006. However since the QGM the MASNSW fee component has been received and therefore fees for 2005/06 are as follows:

### **FEE STRUCTURE FOR 2005/2006 (Financial Year)**

**Senior Member** \$188.00

(less \$10.00 if MASNSW Newsletter e-mailed)

## **SYDNEY RADIO CONTROL SOCIETY INCORPORATED**

**Pensioner Member \$143.00**

(less \$5.00 if MASNSW Newsletter e-mailed)

**Junior Member (18years or younger) \$107.00**

(less \$5.00 if MASNSW Newsletter e-mailed)

**Spouse Member \$152.00**

(less \$10.00 if MASNSW Newsletter e-mailed)

### **Associate Members –**

Senior Flying \$50.00

Pensioner, Junior, Spouse, Social \$10.00

Non Flying \$10.00

Once only Joining Fee of \$45.00

Once only Deposit for gate key of \$30.00

- A motion was passed to “close membership at SRCS as of 01/07/05 except to existing members and associate members”. The Committee will however review any new applications on a case-by-case basis. Motion proposed by Mike Close seconded by Norm Bantin and passed unanimously.
- Risk Management of the activities of SRCS was discussed in an effort to reduce the risk of serious injury at the field. It was decided as a first step in this process that mechanical aircraft restraints for smaller aircraft and/or an able bodied assistant for larger aircraft are to be used to restrain aircraft at the starting/tuning phase prior to each flight. SRCS will have three pairs of mechanical restraints for loan purposes should a member arrive at the field without same. **This is now compulsory at SRCS.** Motion proposed by Paul Toyne, seconded by Derek Slevin and passed unanimously.
- Trainee Log Books are now available upon request and some will be placed in the cash box.
- Local Government will be celebrating their own existence in the form of an Open Day 2006 and as such Blacktown City Council invites submissions for perhaps an Open Day at SRCS. Submissions need to be lodged by 31/7/05. Any suggestions please let a Committee Member know.
- Provision of Bronze and Gold Wing badges are now at no charge for the first issue. If they require replacement a fee will be charged.
- Suggestion that all first aid incidents should be recorded in some form at the field. Committee to discuss.
- Suggestion that an ARF Day be incorporated in the SRCS Event Schedule for 2006. To be discussed further by Committee.

**Meeting Closed at 9.32pm.**

# SYDNEY RADIO CONTROL SOCIETY INCORPORATED

## BALANCE SHEET MAY 05

	This Year	Last Year	\$ Difference
<b>Assets</b>			
<b>Current Assets</b>			
Cash On Hand			
Westpac - chq a/c	\$5,075.71	\$2,029.53	\$3,046.18
Petty Cash	\$10.00	\$10.00	\$0.00
Total Cash On Hand	\$5,085.71	\$2,039.53	\$3,046.18
<b>Investments</b>			
Westpac term deposit	\$15,764.79	\$15,305.21	\$459.58
ANZ term deposit	\$29,198.29	\$28,117.87	\$1,080.42
<b>Total Investments</b>	\$44,963.08	\$43,423.08	\$1,540.00
Total Current Assets	\$50,048.79	\$45,462.61	\$4,586.18
<b>Other Assets</b>			
Deposits Paid	\$50.00	\$50.00	\$0.00
Total Other Assets	\$50.00	\$50.00	\$0.00
Buildings			
<b>Furniture &amp; Fixtures</b>			
Equipment at Cost	\$16,568.73	\$16,568.73	\$0.00
Less Accum Dep	-\$8,545.64	-\$6,389.92	-\$2,155.72
Total Furniture & Fixtures	\$8,023.09	\$10,178.81	-\$2,155.72
Total Assets	\$58,121.88	\$55,691.42	\$2,430.46
<b>Liabilities</b>			
Long-Term Liabilities			
Total Liabilities	\$0.00	\$0.00	\$0.00
<b>Net Assets</b>	\$58,121.88	\$55,691.42	\$2,430.46
<b>Equity</b>			
Retained Earnings	\$54,183.06	\$51,238.67	\$2,944.39
Current Year	\$3,938.82	\$4,452.75	-\$513.93
Surplus/Deficit			
<b>Total Equity</b>	\$58,121.88	\$55,691.42	\$2,430.46

**SYDNEY RADIO CONTROL SOCIETY INCORPORATED**

**PROFIT AND LOSS STATEMENT JULY 2004 THROUGH MAY 2005**

	<b>This Year</b>	<b>Last Year</b>		
<b>Income</b>				
Club Clothing	\$253.50	\$440.00		
Gate Keys	\$860.00	\$605.00		
Interest	\$357.74	\$2,605.83		
Joining Fees	\$1,345.00	\$1,155.00		
Member Fees	\$20,372.25	\$17,961.15		
Miscellaneous income	\$0.00	\$11.00		
Scale Day	\$10.90	\$813.95		
<b>Total Income</b>	<b>\$23,199.39</b>	<b>\$23,591.93</b>	<b>Membership</b>	
<b>Expenses</b>				
Badges	\$114.10	\$0.00	Associate	14
Bank Charges	\$38.35	\$46.05	Junior	1
Club Clothing	\$0.00	\$875.60	Life	4
Competition Prizes	\$212.86	\$93.04	Pensioner	8
Consumer Affairs	\$89.00	\$56.00	Senior	97
Equipment	\$129.86	\$136.67	Spouse	1
Field Maintenance	\$373.22	\$264.05	Total	125
Hall hire	\$315.00	\$340.00		
Key refund	\$10.00	\$0.00		
Locksmith	\$1,371.70	\$872.16		
Web-site	\$478.50	\$874.00		
MAS fees	\$15,344.75	\$14,054.75		
Postage & shipping	\$100.58	\$130.25		
Printing	\$0.00	\$48.85		
Scale Rally	\$0.00	\$489.56		
News letter	\$594.65	\$858.20		
Toilet Services	\$88.00	\$0.00		
<b>Total Expenses</b>	<b>\$19,260.57</b>	<b>\$19,139.18</b>		
<b>Net Surplus / (Deficit)</b>	<b>\$3,938.82</b>	<b>\$4,452.75</b>		

## **Election of The Committee**

As per the rules of Sydney Radio Control Society Incorporated, the Committee is re-elected at the Annual General Meeting held every year. The Committee consists of the office bearers and two ordinary members. The office bearers are the of The President, Vice President, Secretary, Treasurer, News Letter Editor.

The president presides over and chairs all meetings of the association and is assisted by the vice president

The secretary is responsible to keep minutes of all appointments of office bearers and members of the committee, the names of members present at a committee meeting or a general meeting and all proceedings at committee meetings and general meetings.

The treasurer is responsible to ensure that all monies due to the association are collected and received, all payments authorized by the association are made and correct books and accounts are kept showing the financial affairs of the association. This includes full details of all receipts and expenditures connected with activities of the association. The Treasurer is also the public officer and ensures that all requirements of The Department of Fair Trading are complied with, and all information and affiliation fees required by MARS NSW and MAAA are forwarded as required.

The newsletter editor ensures that the information determined by the committee is included in the associations Newsletter, is collated and published to the timescales required.

Nominations for candidates for election to the committee must be made in writing, signed by two members of the association and accompanied by the written consent of the candidate. The nominations must be delivered to the secretary of the association not less than 28 days before the date fixed for the annual general meeting at which the election is to take place. If no nominations are received then nominations are called from the floor.

The ordinary members assist in the general running of the club

**STORMIN NORMIN**

**SYDNEY RADIO CONTROL SOCIETY - incorporated  
CLUB NEWSLETTER**

**NOMINATION FORM for Candidate wishing to stand for election to the  
COMMITTEE of the SYDNEY RADIO CONTROL SOCIETY Inc.**

I, ..... being a financial  
member of the  
(Full name in block letter, please.)

Sydney Radio Control Society Inc., for the 2005/2006 year wishes to nominate for the  
following position/s on the committee of the Society. (Please tick box.)

- |  |  |
|--|--|
| <input type="checkbox"/> PRESIDENT           | <input type="checkbox"/> VICE -PRESIDENT   |
| <input type="checkbox"/> SECRETARY           | <input type="checkbox"/> TREASURER         |
| <input type="checkbox"/> ORDINARY MEMBER (2) | <input type="checkbox"/> NEWSLETTER EDITOR |

.....  
Signature

Nominated by: .....being a financial member  
of the Sydney Radio Control Society Inc., for the 2005/2006 year

Seconded by: .....being a financial member  
of the Sydney Radio Control Society Inc., for the 2005/2006 year

N.B. Under the amended Rules of the Society members may nominate for more than  
one position if they wish.

This nomination should be returned to the secretary SRCS 28 days before the AGM,  
addressed to:-

**PAUL TOYNE  
SRCS Secretary  
PO Box 201  
Belfield NSW 2191**

# **SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER**

## **HOG DAY REPORT 2005**

The 10<sup>th</sup> Annual Hog Day was held on Sunday 19<sup>th</sup> June with a small number of entrants enjoying this unique day in the SRCS calendar.

A strong wind marred the day in general and ensured that numbers were well down compared to 2004. Nonetheless there were no major fatalities and all Hogs went home in one piece.

Entrants included Robert Zyp, Col Bruce, Noel Dalton, 2 entrants from the Newcastle area and yours truly

Although the conditions were poor the event was enhanced by a great sausage sizzle ably organised by Stormin Norm. Thanks mate.

I was rewarded for the great job performed on my new Hog Bipe. Unfortunately due to the poor weather and engine problems flight time was almost zero. I won my category and the Perpetual Trophy which by the way I also won in 2004. Roll on 2006!!

The winners were as follows:

- ❑ Paul Toyne won the best Non Standard Hog & Concours D'Elegance
- ❑ Our Newcastle entrant won the best Standard Hog
- ❑ 2 min Flight not flown due to the weather
- ❑ Spot Landing not flown due to the weather
- ❑ Paul Toyne won the Pig's Ear award for the best stuff up.

I know it seems like a long way away however let's get building those Hogs from kits and plans that are hidden away under the bed or in the garage and try to make next years event the biggest ever.

If anyone wants a Hog plan please let me know and I will organise it for you.

Paul Toyne

# SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER

## HIGH WINGS versus LOW WINGS -by Clay Ramskill

We finally master our high wing trainer -- or trash it, whichever comes first. Maybe then we build a shoulder wing plane. Only after we are somewhat competent at flying do we try flying a low wing plane, and then with white knuckles and shaky knees. WHY? Just what is it about low wingers that make them "tougher" to fly? Are they faster? No! All other things being equal, there's virtually no difference in drag, or therefore top speed. The illusion comes from designers' choice - they tend to put faster airfoil sections and lower aspect ratios on low wing planes, making them speedier. Low wing planes do have several characteristics, compared to high wingers that make them more suitable for higher performance aircraft.

1. "Nicer" (and quicker) roll response. This comes from the relative placement of the Centre of Gravity, being closer to the natural roll centre of the wing. The CG will be at or only slightly above the roll centre of a low wing, but well below that of a high wing. Assuming at least a little dihedral, the roll centre of the wing will be slightly above the centre of the wing. See figure 1. In a roll, the wing (providing the "power") wants to roll about its own roll centre. The rest of the plane (the "resistance") wants to roll about the CG. The wider the distance between roll centre and CG; the funnier-looking is the roll (i.e., "non-axial").

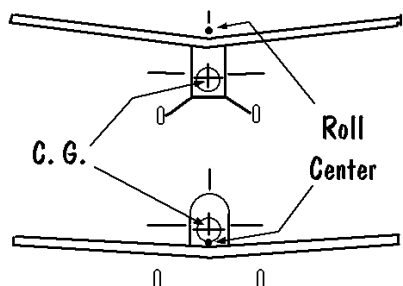
2. The low wing lends itself to a less stable stabilizer position, leading to more pitch maneuverability. With a high wing, it's simple, and natural, to have the stabilizer well below the wing. When the nose is pulled up, the stab drops down well below the wing's downwash, and becomes increasingly resistant to further AOA increases. This is great for stability, and makes stalls less likely. The opposite is true for the low winger -- or a pull-up, the higher stab drops into the wing's downwash, making further AOA increases easier, and the plane more maneuverable.

3. The low wing reacts more neutrally to power changes.

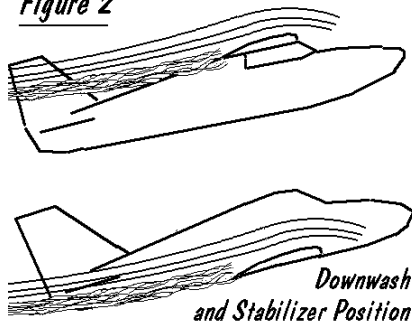
Our old high wing trainer, with the thrust line very low, will respond by pitching nose up when power is added, nose down if power is reduced. This contributes to stability; with the nose going the way we want it to on a trainer. On the other hand, the low winger will be more neutrally stable, without much pitch reaction to power changes.

The low winger will also be more wind "resistant" on the ground, a function of wing height above the wheels. The high winger will naturally be more "tipsy," reacting to wind while taxiing and during takeoff and landing. We must all understand that we're only talking of tendencies here. There are many other variables that have an impact on the characteristics involved -- the designer can juggle these around to get the desired handling. But wing placement is definitely one of the biggies when it comes to establishing how a plane is going to handle.

*Figure 1*



*Figure 2*



# SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER

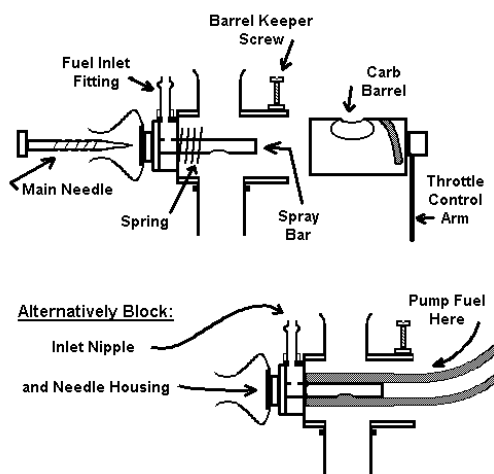
## CLEANING OUT THE CARBURETOR - by Clay Ramskill

Every now and then, when we just can't get an engine to run right, the culprit will be dirt in the carburetor. We have already checked for the clunk hung up in the fuel tank, for kinked fuel lines, tried someone else's fresh fuel, and have probably even screwed in a couple of new glow plugs. But we couldn't get full power consistently, or the engine is super critical to adjust, or it gets hot, or won't idle or accelerate right- and it used to be just fine. The symptoms centre around not drawing fuel properly. Backing the needle valve way out doesn't seem to allow the engine to run rich like it should, for instance.

Perhaps at this point it's time to clean out the carb. Let's face it- those little holes in the carb ARE little; one hair, one bitty piece of dirt is all it takes to mess you up, big time. The best way to clean the carb is to remove it, disassemble completely, and thoroughly clean out all passages, using a hatpin or whatever to probe through every hole. But out at the field, a quick fix is to BACK FLUSH the carburetor with fuel. This doesn't require carb removal, and can be done in just a few minutes. Here's how:

- 1) Check to see where it's set, and then remove the main needle valve screw, then the fuel inlet tubing, and also disconnect the throttle control rod or cable from the throttle arm.
- 2) Remove the carb barrel; loosen the screw that holds in the barrel (on some carbs, the idle stop screw- the barrel keeper screw will be very close to the end of the carb where the throttle control arm is), and slide out the carb barrel. Note: look for and keep track of the spring on the inside end of the barrel; some carbs have them, some don't.
- 3) The hole in the end of the carb body, where the barrel came out, should expose the spray bar. Slide a fuel tube from your pump over the end of the spray bar. If this is not a snug fit, you will have to push the tubing against the end of the carb body to hold pumping pressure.
- 4) Now you can turn on the pump! Alternatively, put your finger over the fuel inlet nipple and over the needle housing so both passages are thoroughly flushed. (Need I say, watch where your face is during these proceedings?)
- 5) Reassemble; be sure that the spring, if you had one, is inside before inserting the barrel. And be very careful that the barrel keeper screw actually is in its little slot before tightening much.

### Carburetor Field Flush



# **SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER**

## **THROTTLE SET UP - by Clay Ramskill**

One of the more vexing problems novices (and all the rest of us, too!) face is setting up the throttle to work properly.

What we want to achieve is to have full power without the servo straining, and with the throttle control on the transmitter all the way back, have a good range of idle adjustments with the trim lever, and still be able to shut down the engine with the trim also.

Now, those of you with fancy computer radios have it made -- you need to read your "computer manual" rather than this article! But for the rest of us, we'll have to explore "mechanical" ways to adjust throws until we get it right.

First, make sure that the linkage used between the servo and the carburetor is reasonably solid. For the usual nyrod or cable installations, this means "tying down" the outer sheathing so that it can't flop around, buckle, or stretch out.

The problem with the throttle is that we have a fixed throw (travel) from the servo, and a fixed throw on the engine's throttle lever, or control horn. So by changing the linkage geometry, we need to match these fixed amounts of rotation.

From full throttle to idle, your throttle servo will rotate about 90 degrees. This is fixed. And the needed rotation for the throttle is also around 90 degrees. Gee -- it sounds simple! And, if the lever arms (the distance from the rotation axis to the output connection) are both exactly the same, you're going to be close. But that would be too easy.

The general adjusting procedure:

- 1) Set throttle trim to center.
- 2) Connect linkage on servo and throttle arms, adjust clevises so that full throttle on the transmitter just gives full wide open at the carb.
- 3) On the transmitter, bring the throttle stick back towards idle. (a) If the carb closes completely before you reach idle, you'll need less throw; (b) if the carb is still open more than 1/32nd of an inch, you'll probably need more throw; (c) if the carb is open about 1/32" and you're able to completely close it with the trim, you should be pretty close.
- 4) If (a) or (b) is the case, make a throw change as appropriate. Then start all over at #1!
- 5) Run the engine, make further adjustments if necessary.

Assuming adjustment for total travel is necessary (it usually is!), the first thing to try is going to a different hole on the servo arm. If travel is too great, go in closer to the servo for less throw; if travel isn't enough, shift out a hole on the servo arm.

Remember, adjusting clevises only varies the distance between servo and throttle arms -- it does not adjust throw, the amount of travel. That is, if you adjust a clevis to open the throttle more at full throttle, you also get a higher idle speed.

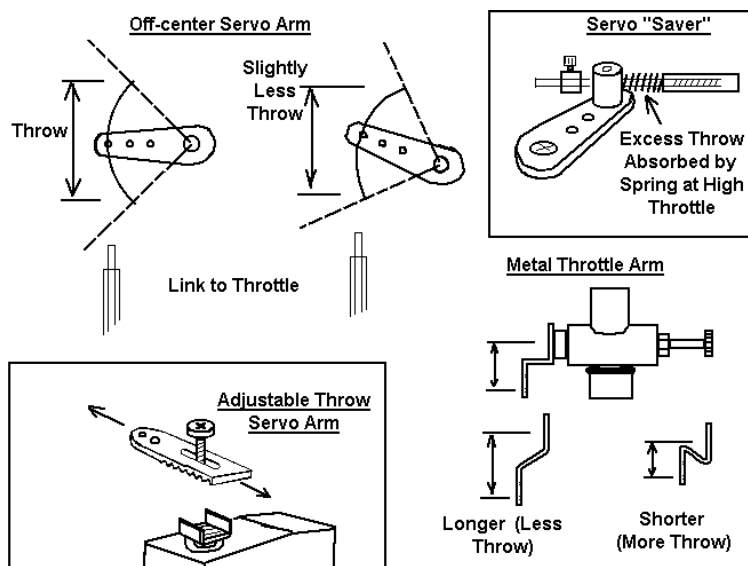
But throw adjustment is a different matter. If you've adjusted for full carb opening at high throttle, but cannot get a low idle or shut-off, you'll need more throw. If you have an OK full throttle, but the engine shuts down every time you bring the stick back, you need less throw.

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OK, so you haven't found a combination of holes on servo and throttle arms that gives the correct throw? Here are several other ways to change the throw (see diagram):

- 1) Use a servo saver. Setting up for a bit too much throw, the excess is absorbed by the servo saver spring at full throttle.
- 2) Shift the servo arm off center slightly -- this will lower the throw.
- 3) A metal throttle arm can be bent slightly to accommodate too much or too little throw.
- 4) Some servos, Hi-Tech for one, offer a servo arm which has finely adjustable length, and thus adjustable throw.

You may have guessed by now that there is no one set answer for exactly how to set up your throttle linkage and how to adjust it - each situation always has its own unique set of problems. Hopefully, the above will at least give you a clue as how you might proceed toward solving the problem in your case.



# **SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER**

## **AFTER THE CRASH -by Clay Ramskill**

Let's face it- sometime, some day; one of your wonderfully crafted RC planes may crash. Some RC airplanes may last years, until they're just flat worn out; others have been completely destroyed after only a few tense seconds of flight!

When a crash does occur, there are several things you need to do.

**LOCATE-** Whether or not you are the unfortunate pilot, if you see a plane go down out in the toolies, establish a line of sight (a bearing line) to the crash. Do this by noting your position at the time, and by sighting to some recognizable landmark; in the absence of anything that stands out, lay your transmitter down, antenna pointing to the crash site. Then, if possible, a search party can just walk out that line to find the wreckage. If two separate lines of bearing have been established, the wreck site may be even more accurately pinpointed.

In a dense forest or swamp, it may be helpful if someone will fly a plane over the bearing line to aid the searchers on the ground. And in those trees, don't forget to look UP, as well as down and around; the plane can very well be perched up in the branches and leaves.

**RECOVER-** When you find the plane, be sure to pick up everything of importance. If there's any doubt, pick it up! Even some smaller pieces can be of aid in reconstruction. Naturally, you're interested in locating all the expensive stuff- radio, engine and such. The hard part is that heavier items (engine and battery) can travel a long way from the initial impact site; they will often be found some distance off in the direction the plane was traveling at impact. And be sure to count servos- sometimes one may be separated from the fuselage or wing. Also at this time, be sure that any leaking fuel situation is not allowed to continue. Fuel soaked wood is very difficult to repair.

If you should have to leave without all the goodies, be sure that the crash site is marked well enough that you can return to it at a later time for further searching.

**ANALYZE-** Sometimes the cause of a crash is obvious, sometimes not. If not, do what you can to find out what happened. This is crucial to your peace of mind, and toward preventing future occurrences.

Radio failures are usually the most difficult to sort out, but you can often narrow down any fault to a specific component. If there was a complete loss of control and all the servos went "hard over," then that is definitely a radio or interference problem. But if you were able to cut the throttle, then perhaps only one servo went haywire. And if the plane `went in' with all the controls locked in the last commanded position, then the failure was more likely the battery, switch harness, or associated plugs. Note that on a PCM computer radio, your "failsafe" mode can give you a similar effect. If only one control surface failed, the elevator for instance, you not only need to check out that servo, but also the appropriate control linkages.

**RECONSTRUCTION -** That depends.

It depends on how bad the damage is, of course. But heavily damaged planes CAN BE REPAIRED. It's usually a question of whether you think it's worth it and many factors will influence your decision. But give yourself a chance; take the scraps home and think about it before you make any rash decisions to trash the plane.

And the repairs? -That's another subject..

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**SYDNEY RADIO CONTROL SOCIETY**

**INCORPORATED**

**FORM OF APPOINTMENT OF PROXY**

I,.....  
....

(Full name)

of,.....  
.....

(Address)

Being a member of Sydney Radio Control Society Inc.

Hereby appoint.....  
(Full name of proxy)

of.....  
(Address)

Being a member of that incorporated Society, as my proxy to vote for me on behalf at the General Meeting of the Society (Annual General Meeting or Special General Meeting, as the case may be) to be

held on the .....day of 20 ..... and at any adjournment of that meeting.

\* My proxy is authorized to vote in favour of/against (delete as appropriate) the resolution (insert details).

*\*To be inserted if desired.*

Signature of member appointing proxy.....

Date.....

NOTE: A proxy vote may not be given to a person who is not a member of the Society.