

SYDNEY RADIO CONTROL SOCIETY - incorporated

CLUB NEWS

WEB SITE

Our Web Site Management Contract is up for renewal and is quite an expense for the club.

If anyone has experience with managing WEB Sites and is interested in helping out could you please contact our Vice President, Paul Toyne who is currently looking after the Site.

ANY HELP IS APPRECIATED

**HO HO
ITS CHRISTMAS PARTY TIME AGAIN
SATURDAY 13TH DECEMBER 4 PM
BYO BBQ AND GROG**

QGM TO BE HELD AT 3PM

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THE 2002 – 2003 COMMITTEE

<u>NAME</u>	<u>POSITION</u>	<u>PHONE</u>	<u>E-MAIL ADDRESS</u>
Mike Close	President	(02) 9872 6469	Mikeclose@cherry.com.au
Paul Toyne	Vice President & Safety Officer	(02) 9642 7059 0419 525 664	Paul.Toyne@orica.com
Chris Byrne	Secretary	(02) 9659 2489	chris.byrne@Philips.com
Ewald Klinkenberg	Treasurer & Registrar	(02) 98312817	Klink@idx.com.au
Norman Bantin	Newsletter Editor	(02) 9624 8117 0403 337 829	DOT11E@onaustralia.com.au or Norman.Bantin@sydneywater.com.au
Jon Scarpellino	Ordinary Member	NA	kejj@smartchat.net.au
Bill Barrett	Ordinary Member	(02) 9680 7114 0416 363531	bbbarrett@ozemail.com.au

Quarterly General Meeting

***To be Held at the field on Saturday
13 December 2003
1500 Hours (3PM)
Prior to the Christmas party
All Members Welcome***

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CLUB NEWS

PRESIDENTS LETTER

As we are nearly at the end of the first half of our financial and membership year it is pleasing to see that our membership numbers have been maintained. This is despite once again facing the increase in the cost of our insurance. Inevitably there has been some turnover in individual members but the new members that have joined us have already balanced this. It is particularly pleasing to see that some old members have rejoined us. Whether you are new to radio control aircraft, or have rejoined or moved from another club, all the members of SRCS including the Committee and myself, welcome you and hope that we have a long association. If any of you see things that you think can be improved please realize that the Committee is always welcome to constructive suggestions. You can always share your thoughts with me or any other member of the Committee.

Of course we always welcome even more fliers joining us. December this year is the Centenary of Powered Flight. It has been suggested that we use this to encourage new members. Do you know anyone who keeps saying "one day I will"? Why not persuade them to make the 1st January 2004 that one-day.

I do see other model aircraft fields in my other administrative role, and have just returned from opening the new State Field in Victoria. Our field compares well some and of the others many own the land, which gives them a tremendous advantage. However the SRCS Committee remains very keen to improve the amenities and welcome good ideas from anyone. The original plan for the shade area included a clubhouse but this became difficult and the current shade area was intended to be only the first stage. There are funds allocated to do the work and all we need are the suggestions. Obviously there is no point in doing something just to spend money but the better our facilities are, the more attractive we are to new members. With these more funding is available to do more things and so a growth cycle starts.

The informal Saturday lunches are one good social activity but there was a time when we had occasional evening social activities that involved our partners as well. They faded out with time but maybe after a break, now would be a time to reintroduce them. Why not start this off by making a special effort attend the Christmas Bar-B-Q. This is designed as a social event for all the family. By attending the Quarterly General Meeting you can also suggest events for the Committee to organize.

For any that are not able to attend it I would like to take this opportunity to wish all members of SRCS and their families a very happy Christmas and hope that the New Year brings all the things that you wish for, and that hard landings or worse are things of the past.

Happy and safe flying,

Mike Close
President

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MINUTES OF THE 2003 SRCS ANNUAL GENERAL MEETING

The meeting was held at the Castle Hill RSL on Friday 12 September 2003. Mike Close opened the meeting at 8.07 p.m. Minutes were recorded by Paul Toyne

<u>PRESENT</u>	Bob Evans	Mike Close
	Norm Bantin	Col Bruce
	Paul Toyne	Chris Byrne
	Ewald Klinkenberg	John Cahill
	John Scarpellino	Jon Scarpellino
	Rex Broadbent	Baldo Polizzi
	Bill Barrett	Cole James
	Mark Locock	

<u>APOLOGIES</u>	Robert Zyp	Phil Chapman
	Don Simpson	Derek Slevin
	John Howard	

MINUTES OF THE PREVIOUS ANNUAL GENERAL MEETING 23-8-02

Norm Bantin moved that the minutes of the previous AGM held on 23-8-02 be accepted as an accurate and true record of the meeting, seconded by John Scarpellino – motion carried.

MINUTES OF THE PREVIOUS QUARTERLY GENERAL MEETING 23-5-03

John Cahill moved that the minutes of the previous QGM held on 23-5-03 be accepted as an accurate and true record of the meeting, seconded by Col Bruce – motion carried.

MATTERS ARISING AGM 23-8-02

There were no matters arising from the previous AGM.

MATTERS ARISING QGM 23-5-03

There were no matters arising from the previous QGM.

PRESIDENTS, SECRETARIES AND TREASURERS REPORTS

The President Mike Close and Treasurer Ewald Klinkenberg gave their reports and copies of these are located elsewhere in this newsletter. There was no Secretaries Report this year

Mike Close commented that here did not appear that interest from the Term deposits was being reported on the balance sheet. This is to be investigated a reported at next QGM.

Rex Broadbent moved that the accounts presented by the Treasurer and audited by Tony Drover be accepted – seconded by Bill Barrett – motion carried.

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CLUB NEWS

CORRESPONDENCE IN

Ref No	Summary
---------------	----------------

- | | |
|--------------|--|
| IN127 | Letter from Peter Hibble offering financial support to SRCS for field improvements |
| IN128 | Contract from Astro Visual - Web site agreement 12 months from 3/4/03 |
| IN129 | Letter from MASNSW advising Mike Close accepted as Life Member of MASNSW |
| IN130 | Nomination for Secretary - Chris Burns |
| IN131 | Nomination for President - Mike Close |

CORRESPONDENCE OUT

Ref No	Summary
---------------	----------------

- | | |
|---------------|---|
| OUT084 | Fax to CHRSL confirming QGM room (23.05.2003) |
| OUT085 | Nomination of MC for life membership - MASNSW |
| OUT086 | 12 invitations to SRCS Scale Rally |
| OUT087 | Email to MASNSW confirming postponement of Scale Rally to October 12th 2003 |
| OUT088 | Letter to P Hibble thanking him for his generous donation |
| OUT089 | Email to MASNSW with new advert for Scale Rally on October 12th 2003 |
| OUT090 | Fax to Castle Hill RSL confirming room for AGM on 12th Sept. |

ELECTION OF COMMITTEE

The secretary received the following nominations for membership on the committee as required 28 days before the AGM.

<u>POSITION</u>	<u>NOMINEE</u>	<u>NOMINATED BY</u>	<u>SECONDED BY</u>
President	Mike Close	Cole James	Bob Evans
Secretary	Chris Byrne	Paul Toyne	Norm Bantin

There were no nominations for any of the other positions so nominations were called for from the floor.

- ✍✍Norm Bantin nominated **Paul Toyne** for the position of Vice President – seconded by Bill Barrett
- ✍✍Baldo Polizzi nominated **Ewald Klinkenberg** for the position of Treasurer – seconded by Col Bruce
- ✍✍Baldo Polizzi nominated **Norm Bantin** for the position of Newsletter Editor – seconded by Bill Barrett
- ✍✍Norm Bantin nominated **John Scarpellino** for the position of Ordinary Member – seconded by Paul Toyne
- ✍✍Baldo Polizzi nominated **Bill Barrett** for the position of Ordinary Member – seconded by Jon Scarpellino

As there was only one nomination for each position Mike Close declared the positions filled.

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OTHER BUSINESS

- ?? Mike Close proposed from the Chair that the current policy at SRCS regarding 27 MHz remain unchanged and reviewed only if demand warrants. Motion carried.
- ?? Bob Evans suggested that the Club flying times be included in the Club rules. Further that copies of the Club rules be included in the pack given to new members and that a copy of the Club rules be laminated and be available at the field in the transmitter pound.
- ?? Mike close to update any other notices lost or misplaced since relocation of transmitter pound.
- ?? Bob Evans requested an update on the new frequency board. Mike Close explained that it would be installed after the 2003 Scale Rally and that all members would receive 2 new 1" keys at no charge.
- ?? John Cahill has generously donated a hand mower to do the shaded area. The meeting thanked John for this.
- ?? Cole James also mentioned that another BBQ has been placed in the container for all to use. Members need only to bring along a gas bottle. Thanks Cole.
- ?? Col Bruce remarked that due to the drought the pit area was very dusty particularly in windy weather. Decided that the Club purchase 12 – 1 meter square carpet pieces for members to lay on the ground for their aircraft to sit on whilst at the field. MC to put a sign on shed outlining their use.
- ?? Jon Scarpellino mentioned that the track leading to the field was poor in places and suggested some repair work to take place. Committee to review at next meeting.
- ?? Rex Broadbent remarked on the incidence of cattle being outside the fence. The procedure should be that if you see cattle outside the fence please ring the Gatehouse at Roadmaster and report it. MC to post the relevant phone numbers as soon as possible.
- ?? Members thanked Steve Hassett and co., for picking up garbage in the strip surrounding area, and members are reminded to take all rubbish with them when leaving the flying field.

Meeting Closed at 9-23 PM.

PRESIDENTS REPORT

The most noticeable thing that has been visible this year is the new shade area that came into use on the weekend of last year's scale rally. This not only makes the area much more like a club field rather than a club in a field it has also been very good for the members. The sun shade benefit in the summer has helped with fending off the worst of the effects of the sun whilst we are not flying and has provided an obvious area for increased social activity between flying for all members. This I believe has helped further improve the general club spirit. Many people contributed to this both before and during the building it but I would particularly like to thank Phil Norris for the effort that he put into to the various layouts that were need during all stages of the approval and the specifications for the actual structure. We are also fortunate to have the Turtle backing to help with the provision of supplies at a competitive price. Obviously as we have only implemented part of the original plan there are funds available for further improvements if the members see these would help make things even better. All ideas are very welcome.

We continue to be, as we should, good citizens. We have advised, and worked with, Roadmaster to help address with the continuing problem that they have with trail bikes breaking into and using the area. We have also been able to report cattle in distress or on the loose to the farmer who leases the land. Once again we gave a case of wine to Roadmaster at Christmas in appreciation of the free use of the land. On a less pleasant note was the deliberate vandalism that we had in May. Whilst this was isolated to a couple of weekends it was not good and also unpleasant that from the circumstances there had to be strong suspicion that a current or former member might have been involved. Fuller details were provided in the newsletter but no additional information has been subsequently given to the committee. Hopefully it will not recur, as the facilities that we have are paid for by all of us for the benefit of the whole club. Any vandalism not only wastes both the money and the effort that has been put in but also reduces the enthusiasm for providing things in the future.

A major innovation during the year was our new web site. Hopefully most members have had a look at it. I certainly believe that it provides a very professional image for the club and whilst it can always be developed and improved it has all the essential information about the club on it. It is noticeable that many of the people who have come through the gate recently have seen the site before they came and it is so much easier to say have a look at a particular piece of information on the site than trying to find a piece of paper and getting it to them at some time in the future. I needed to tell the President of another club about one of our rules and so connected to the site. As soon as the home page came up he said 'that looks good'. Indeed it does and we should thank Brett Finucane for suggesting the Webmaster and Paul Toyne and for the work that he put gathering and collating the information. This may be one reason for our membership numbers for this year looking very healthy at this stage. Obviously anything else that anyone can think of to promote new members would be welcome particularly with the forthcoming revised scale rally date

There is a small increase overall in the attendance at the contests that we hold during the year with this years Kevin Gray event being probably the best that we have had for numbers if not the weather, which was very marginal. The other event with marginal, or in fact impossible, weather was the Scale Rally. This had to be postponed from the new, it will be better date, to where we have held it ever since I have been with the club. However if you never try anything then you never know how it will work, and any way next year may be it will be perfect. It is pleasing that a significant group of club members have started to take part in external pylon racing events. They also seem to be doing very well considering it is a new activity for most of them.

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Sadly Brian Taylor passed away during the year and Paul Toyne and others represented SRCS at the funeral. Brian, as I said last year, was very willing to act as a judge at many of the contests that we held over recent years. Obviously we miss having his presence with us but of course we are fortunate that there are always club members who are prepared to help and put something back into the club, as well as their fees, for the benefits that they have received and continue to receive. I have already thanked people who have helped with the club in general, and by name, for specific things. To the many other people who have helped with running the club during the year and activities such as the scale rally, other events, BBQ's, mowing the runways, flight instruction and the work on the shelter, I will not try to mention you all by name, as I would no doubt forget someone. However we obviously appreciate your efforts and thank you very sincerely for it. As in most organizations we always hope that more people can be involved in this and please don't wait to be asked but tell the committee that you would like to help. There are always MAAA instructor courses being held and in my view you can never have too many instructors who are MAAA approved and who therefore follow the same basis process. This helps this vital way of attracting and retaining new members and eases the load for the other instructors.

It is of course good that we continue to get people to volunteer to come onto the committee and I would like to thank them all for the work that they have done on your behalf. They have all contributed well but I would like to specifically mention Ewald for keeping our finances in order, Norm Bantin for contributing much more than just being the newsletter editor, which is in itself, a major role, and Paul Toyne. After being Secretary for three years Paul reasonable enough decide that it was someone else's turn and moved to being Vice President. However when Ian decided that work pressures meant that he could not give the Secretaries role the attention that it needed Paul immediately agreed to do both roles for the remainder of the year. This was certainly a very welcome offer and one that I think that we should all thank him for.

That is the end of my formal report and as usual we can all look forward to next year and hope that it is better than ever.

Mike Close President

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SYDNEY RADIO CONTROL SOCIETY

TREASURERS REPORT 2002-2003

Profit & Loss July 2002 through June 2003

	This Year	Last Year
Income		
Club Badges	\$0.00	\$5.00
Donations	\$1,150.00	\$0.00
Gate Keyes	\$190.00	\$280.00
Interest	\$1,370.23	\$2,607.55
Joining Fees	\$1,545.00	\$966.00
Member Fees	\$14,046.20	\$11,047.70
Miscellaneous Income	\$0.00	\$29.00
Scale Day	\$547.00	\$664.55
Total Income	\$18,848.43	\$15,599.80
Expenses		
Badges	\$112.20	\$0.00
Bank Charges	\$19.29	\$36.19
Completion Prizes	\$440.40	\$85.60
Consumer Affairs	\$56.00	\$38.00
Equipment Hire	\$81.81	\$0.00
Equipment	\$629.35	\$0.00
Field Maintenance	\$262.01	\$741.51
LPG Gas	\$0.00	\$14.50
Food & drink	\$34.25	\$40.95
Gifts	\$138.71	\$285.90
Hall hire	\$700.00	\$400.00
Locksmith	\$126.00	\$3,994.09
Mailing	\$310.00	\$0.00
Depreciation	\$996.79	\$78.44
MAS fees	\$10,092.50	\$6,274.12
Postage & shipping	\$149.65	\$95.85
Printing	\$21.90	\$0.00
Scale Rally	\$699.25	\$917.99
News letter	\$349.84	\$1,086.38
Field upgrade	\$199.80	\$647.00
Toilet Services	\$110.00	\$105.00
Total Expenses	\$15,529.75	\$14,841.52
Net Surplus / (Deficit)	\$3,318.68	\$758.28

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Balance Sheet

	This Year	Last Year
Assets		
Current Assets		
Cash On Hand		
Westpac - chq a/c	\$1,275.61	\$11,834.37
Petty Cash	\$10.00	\$10.00
Total Cash On Hand	\$1,285.61	\$11,844.37
Investments		
Westpac term deposit	\$14,882.23	\$14,381.97
ANZ term deposit	\$27,305.25	\$26,435.28
Total Investments	\$42,187.48	\$40,817.25
Total Current Assets	\$43,473.09	\$52,661.62
Other Assets		
Deposits Paid	\$50.00	\$50.00
Prepayments	\$0.00	-\$3,857.00
Total Other Assets	\$50.00	-\$3,807.00
Buildings		
Furniture & Fixtures		
Equipment at Cost	\$15,475.73	\$5,828.73
Less accumulated Depreciation	-\$6,389.92	-\$5,393.13
Total Furniture & Fixtures	\$9,085.81	\$435.60
Total Assets	\$52,608.90	\$49,290.22
Liabilities		
Long-Term Liabilities		
Total Liabilities	\$0.00	\$0.00
Net Assets	\$52,608.90	\$49,290.22
Equity		
Retained Earnings	\$49,290.22	\$48,531.94
Current Year Surplus/Deficit	\$3,318.68	\$758.28
Total Equity	\$52,608.90	\$49,290.22

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CLUB NEWS

PYLON REPORT **28 September 2003**

Its, us been at it again.....

The SRCS Pylon Expeditionary Force journeyed northwest on the 28th September for the next round of NWSMPRA racing. Like a plague of locusts descending on a ripe field of country corn we alighted into Tamworth.

Mother nature exercised her sense of humor on Saturday and blew 25-30 knots all day. A few brave hearts practiced, most watched.

Team Turtle's Mark was one that braved the elements and paid the price. Not a write off, but damaged. Now Turtle rates the repairs according to the number of cans of beer it takes before the job is finished. A small repair might take one can. Mark's repair took a whole case!

Saturday night we met at the Services Club.....now all that balsa dust had clogged Team Turtles members and needed washing down. Must have been a lot of dust that night, the washing

down didn't end till 5 am.

Sunday was race day. Pylon racing can be a bit of a spectator sport sometimes. There was plenty of attrition. First up was Peter Hassett. In pre-race practice he re-assemble his #1 model so that it fitted nicely into a matchbox. Adrian Byrnes was next. He ploughed into the field coming around # 1 making many a farmer look on in envy. Peter Laycock was going hard, but lost an engine (literally) about half way through. Col James survived a mid air only to demonstrate a 100mph touch and not go in the next round. Mike Medlock, uncharacteristically snapped a fuse on landing .The field was a bit rough, though, but nobody could find that rabbit hole that Paul Verheyen claimed he landed on, cart-wheeling his model to destruction.

The weather on Sunday was perfect. Blue sky and light breezes. The ultimate winner for the day was Brent Gausel .I might say, a very well deserved win it was too.

He flew fast and consistently all day. Mr. Natural wins again!

Final results for SRCS were:

PLACE	1st	2nd	3rd	4th	5th	6th	12th	12th
CONTESTANT	Brent Gausel	Steve Hassett	Mike Medlock	Mark Laycock	Col James	Peter Hassett	Peter Laycock	Adrian Byrnes

Once again, everybody had a great time and looking hungrily for the next one at Orange. In the looking department, Brent, Paul and Adrian's partners enjoyed themselves so much they are volunteering to be the next time- keepers.(but they don't know it yet)

Steve Hassett

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CLUB NEWS

NEW KEYBOARD

There has been some confusion regarding the new keyboard that we now have in use. There is some more information on the keyboard in the next MAAA Newsletter but this will probably not be published in NSW until 2004. Certainly not till after this Newsletter is published.

The new keyboard does not mean that SRCS have adopted operation at 10 kHz spacing. Whilst the keyboard that we now have is mandatory for 10 kHz operations, SRCS decided at the first QGM this year not to allow this. MAAA Policy allows the club to make this binding decision

In fact the only real difference between the old and the new keyboard is that it is half the size. This means that all the frequencies that we use in the 36 MHz band can be put into a single row. The advantage of this is not only neatness but, although members may not have done it, the old keyboard required a guard key to be used in the other row if one of the end frequencies was used.

Because the keyboard is half size, the yellow 25.4 mm keys represent 20 kHz instead of the larger old blue 2-inch key. Because it is half the size it is much more likely that an ad hoc key can move across into another frequency. ***The Committee has decided that the club rule that only proper keys can be used will be strictly enforced.*** However to help visitors some spare yellow 25.4 mm keys are in the pound for use. Obviously they should be left in the pound after use for others. Extra keys are available from Ewald if anyone needs another one for their own use.

There are two sets of numbers on the board. The lower set of black numbers going from the lowest to the highest frequencies are the ones we use. The other set of red numbers are for use by a Red Guard key if anyone is concerned about the possibility of inference from a frequency 455 kHz away. The MAAA does not recommend that this is needed. However if anyone wishes to they must use a Red Guard key, which leaves the red number of the frequency being used visible, as well as the normal yellow key covering the main black number.

So to summarise, the new keyboard is just half the size of the old one and is used in exactly the same way. Your yellow key, marked with your name and frequency, is placed in the slot indicated by the black number with your frequency on it. If your key is not in the board, you MUST not switch your transmitter on.

MIKE CLOSE

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CLUB NEWS

THE WEIGHT IN YOUR PLANE -- WHERE'S IT AT? -by Clay Ramskill

Every kit we buy will show where the point of balance is supposed to be, and it's up to us to see that it gets there. The point of balance is the front to back measurement of where the center of gravity (CG) should be.

The CG placement is a VERY important part of how any plane is going to perform, essentially adjusting the plane's pitch stability. If the CG is too far to the rear, the plane will have marginal stability. That is, it will take very little elevator movement to effect a significant pitch (and angle of attack) change. A plane with an aft CG will be very quick to respond in pitch and will not be inclined to seek out a trim position.

With a forward CG, a plane may require some "up" elevator to fly -- and will require a lot of elevator movement to make any pitch changes. However, if upset from a trim attitude, it will very quickly try to regain that attitude.

In short, the farther forward the CG, the more stable the plane, pitch wise. A plane that is too stable will seem "sluggish" when maneuvering -- with a more aft CG, and a less stable plane, the terms might be "sensitive," or even "skittish." In some more extreme cases, the term has been "un-flyable"!!

While on the subject of balance, let's not forget LATERAL balance. The plane should be balanced laterally, as well as longitudinally. Just an ounce of weight in a wingtip for lateral balance can make a big difference in whether your wings stay where you want them while maneuvering!

But there's more to weight placement than CG. Weight DISTRIBUTION also can affect a plane's performance. The farther out in "the ends" (of fuselage and wings) weight is located, the slower a plane moves initially to control inputs. Imagine, for instance, putting a half-pound weight in each wing tip of a plane. That plane will eventually have the same rate of roll -- BUT, due to the inertia of the weights, it will take a while longer to achieve that rate.

The same goes for pitch -- if we have a heavy engine, well forward of the CG, we will have to compensate by moving servos and batteries (and maybe add lead) aft in the fuselage. Inertia from that weight distribution will cause a slower initial reaction to elevator control. The same reasoning concerning weight in the ends of the plane also applies to directional control, slowing down reaction to rudder inputs.

Note that overcoming inertia is applicable both when we begin or end a maneuver. The plane with weight "in the ends" won't be as "quick," but will tend to be "smooth." This isn't all bad -- in a trainer or pattern plane, for instance. But a plane that is too heavy out in the wingtips is another matter - we may be able to cope with having the plane respond slowly to start rolling; it's really tough to contend with a tendency to keep rolling when we neutralize aileron controls!

The same goes for spin entry and recovery; our "heavy ended" plane won't be nearly as quick to enter either a snap or spin - but more importantly, it won't STOP snapping or spinning as promptly, either! So, by all means, keep your plane light, if you can - but remember, perhaps even more important is - where's that weight AT?

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

INSIDE THE TANK -by Clay Ramskill

In the past we've described how a fuel tank should be located and installed in your model. This article will deal with how to set up a new tank and the internal plumbing systems involved.

BEFORE you do much at all with the new tank, look inside, carefully. There may be little pieces of plastic in there, and you must get them out. Also, check around the "seam" inside for flashing - little pieces of plastic that are attached to the seam and stick out into the tank. They can usually be popped off with a screwdriver; if left in your tank, the clunk can hang up on them, leaving you with no fuel going to the engine at an embarrassing moment.

Cut and bend the brass tubing as necessary, noting that you want the tube for the clunk (or clank) pointed at the center rear of the tank; this requires a bend when setting up a slanted front type tank. Cut the clunk or clank lines so that there is about 1/4" clearance between the rear of the tank and the fuel pickup inlet. The tube for muffler pressure should go right up to the top of the tank - this can be just a long brass tube, or a shorter one with some fuel tube stuck on it. The same applies if you use the third line, for fueling and

defueling; only it needs to go to the bottom of the tank.

All the brass tube ends should be filed or sanded such that they are rounded and smooth; otherwise, over time and with some vibration, they will produce holes in the flexible tubing. Ensure all lines are free of crimps, sharp bends, and that the clunk freely falls to all sides of the tank.

The use of the clank (or clapper) set up is a bit more involved, but the clank arrangement prevents the clunk from going up to the front of the tank and jamming there in a sudden-stop situation.

When you're satisfied with the assembled tank, test it! Pump it full, and using the carburetor feed line, pump it empty, looking for any bubbles. Then pump it full again; cap off the other line, and pump some more to pressurize the tank. If there are any leaks, they will be very obvious under pressure! And if there are leaks, wipe the fuel off your face and the floor, and fix'em!

This covers the standard setups for Dubro and Sullivan tanks - note that there are more exotic systems, such as the "uniflow" concept and the internal bladder style tank that are designed to keep more constant fuel pressure to the engine. But that's another story.

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CLUB NEWS

Pylon Report, Orange 16/11/03

If Ecuador's national debt suddenly drops and there's a shortage of Balsa in Sydney for the rest of the year, I know what caused it. Last weekends Pylon racing!

Saturday 15th.

Brent Gausel was quietly rounding the pylons in practice when he was set upon by a country "flyboy". Needless to say, an in-flight duel developed. A mid-air around 1 sorted them both out with a thud. Scratch 2 planes.

The field was part mown, part 800mm maize. Just perfect for hiding anything that dropped into it. A search party of SRCS members and a local sniffer dog (named Hopeless) searched for the debris. All was found except for the engine. While we were still looking, another Fangio rounding 1 shed a blade and shook his engine off the firewall. We were now looking for 2 engines. Engine 2 was found thanks to Adrian Byrnes vivid recollection of where she went in. Col James using logic only an experienced crasher could follow, found Brent's engine and tank 100m away from where the rest of the searchers were looking. Good one Col!

Next was the test fly of a new model (a brand brand new model) . Col James built the plane in the back of the car on the way up to Orange. Kay pinned the ailerons, Col screwed on the tail while little Johnny drove.....no, must have got that wrong.... but anyway, it did take him 6 hrs to build it just before Saturday. The first "Viper "(by Great Planes) in Australia was flown by Col on Saturday arvo. Went like a blur. Well-done Col! It will be the plane to beat next year.

Peter Laycock was having heaps of radio problems with his model, so Col flew it to check it out. Took off nicely, nice and straight....yep, nice

and straight into the ground.Bugger! Scratch one more. With some radio mods Peter's other plane flew out the rest of the weekend. So, now time for Brent's second model. This time flying alone. How tight can he turn? ...Testing the laws of physics, on about the 4th lap the wings "clapped hands". Scratch another one. That was just Saturday practice, lets move onto Sunday.....

Mike Medlock had a test flight of his model. Didn't want to get involved with all that attrition on Saturday, did he?Yep, had a dead stick with his v tail on the first test flight in a difficult place and snapped off the nose on landing. Scratch another one. Brent's first race went well with his "Old Faithful Model". Old Faithful lost its firewall and engine on the landing. Scratch another one. (How many planes does this man have?)

First race for Col James and the Viper. Hmmmmmm, a good race showing lots of speed, but snapped off the tail landing. Scratch another one.

All went well for the rest of the race till the mid-air of the day. What a beauty! Mark Laycock, not to be outdone by his teammate's crashes decided to put on something really special. He and Richard Frawley collided rounding # 2 pylon. Richard's plane did the right thing and disintegrated into balsa chips. Not Mark's...it was made to last! Yep, lasted about 200 ft, then the wing decided to part company with the fuzz (those nylons bolts do work!) and down it all went. :) Scratch 2 more. There were others, but I lost count! The weather for the two days was bright and sunny with a persistent cross wind. Sunday was brought to an impromptu early close with a country thunder and hail storm..... However it couldn't dampen the fun we had!!!

Final Results for the SRCS team members:

SRCS team members	Place
Peter Hassett	1st
Paul Verheyen	4 th
Col James	5 th
Mark Laycock	6 th
Steve Hassett	7 th
Peter Laycock	13 th
Brent Gausel	15 th
Mike Medlock	16 th
Adrian Byrnes	17th

Orange was the last comp of the year. The points score over the whole year came down to the last race of the day. Mike Medlock, who was leading the point score, had an uncharacteristic nose over on the start line. This cost him the comp.

Final results for the year were:

Steve Hassett

Peter Hassett (lost by one point)

Mike Medlock

Steve Hassett

SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWS
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CLUB EVENTS 2003

<u>Date</u>	<u>Alternate Date</u>
Pattern Day	Saturday November 29 13/12/03 (??)

CLUB EVENTS 2004

Glider Day	Sunday March 14	Sunday March 28
Scale Rally	Sunday 16 May	None
HOG Day	Sunday 27 June	Sunday 11 July
Club Scale Rally	Saturday 24 July	Saturday 7 August
Kevin Gray Fun Fly	Saturday 28 August	Saturday 11 Sept
Pattern Day	Sunday 31 October	Sunday 14 Nov

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.

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.