



# Sydney Radio Control Society

February 2008

# Newsletter

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## Quatrly General Meeting

**To be held at the field on Saturday 15<sup>th</sup> March at 11.00am followed by a BBQ lunch.**

### **Agenda:**

- **Apologies**
- **Previous Minutes**
- **Matters Arising**
- **President's Report**
- **Treasure's Report**
- **Secretary's Report**
- **Other Business**



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*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.*

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**SYDNEY RADIO CONTROL SOCIETY CLUB NEWSLETTER**

**THE 2007 – 2008 COMMITTEE**

<b>NAME</b>	<b>POSITION</b>	<b>PHONE</b>	<b>E-MAIL ADDRESS</b>
Mike Close	President	(02) 9872 6469	mikeclose@cherry.com.au
Matt Holloway	Vice President	(02) 9670 1164 0412 522 050	mholloway@mmm.com
Rex Broadbent	Secretary	(02) 9686 3114 0417 471 361	rexp@optusnet.com.au
Ewald Klinkenberg	Treasurer & Registrar	(02) 98312817	klink07@bigpond.com
Stephen Liseo	Newsletter Editor	0418 456 114	liseos@hillsgrammar.nsw.edu.au
Baldo Polizzi	Ordinary Member	(02) 9630 4019 0418 479971	balmap5@bigpond.com
Corinne Pellatt	Ordinary Member		corinnepellatt@yahoo.com.au

<b><u>CLUB EVENTS</u></b>	<b><u>Date</u></b>
Quarterly General Meeting	15 <sup>th</sup> March 2008
A reminder that there is no general flying when club events are held	



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 and invest in a new Club shirt and cap. Don't forget that the Club badges issued to this years 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 Klinkenberg** at the field.

Sizes for the shirts are small, large and extra large in blue or grey.

## **PRESIDENT'S LETTER**

Obviously the big issue at the club at the moment is that most important matter of having somewhere to fly. As probably everyone knows Roadmaster have told us that they have other plans for the area where we are currently. Some of the reports on the web have been short on the facts and the truth is that we do not know exactly how long we have got. It could be seven months or it could be more than twice that amount of time. There is clearly no need to panic but equally the time will go very quickly if we do not do anything.

We have flown at Vineyard now for nearly 15 years. When we left Kellyville we had one weeks notice to leave. The Secretary/Treasurer at the time, Ian Spears, put a tremendous amount of effort in finding a suitable field and then talking to the Riverstone Meatworks who owned the land at the time. As a club we must expect to put a similar amount of effort, or more, into finding somewhere now. As it says in the notice that we put up, we need everyone's help. Whilst of course the Committee have to be closely involved it is not just up to us and we hope that we will continue to have a lot of support. As the years roll on the number of suitable areas within the Sydney basin are diminishing. That does not mean that there are no suitable sites left and we can be fairly confident of finding somewhere. That does not mean that any of us can be complacent or we will surely be disappointed.

The Committee are looking at options and we certainly are not going to go with the first land that we find that is half decent. Some areas we have looked at already have not proved worth pursuing and others are still being considered. I hope that members will understand that we are not going to provide a running commentary on how things are going, although we will try to keep you all up to date. However there are other clubs also looking around and we don't want to give them a helping hand and then find then that they have got in before us. Whilst the arrangement that we have with the Berkshire Park Club has been very successful it could have cost us Vineyard. They heard on a Sunday that we were looking at where we are now, just as the DA was approved after many weeks wait. Their field was less than 2 kilometres away at the time and they drove over to the RCAS, (now called MASNSW), Registrar and registered it, after a break of 2 years, that evening. Things can change that quickly.

As the club notice says, if anyone has any ideas then don't keep them to yourself. Often it is a long shot that starts a successful thought process.

It looks like the drought is over, for the moment anyway, but there are downsides. The grass is now growing so fast that at times it seems to need mowing more than once a week. Obviously this is not really possible but we should really appreciate the efforts of those who volunteer to spend the time that it takes to keep the field in flying condition. The access road has also taken a pounding and we must fix it, but we have to do this as economically as possible. Every \$1000 that we spend on it is one less \$1000 that we have to get a new field, and any access that is needed, up to the required standard. We are currently talking about doing something in conjunction with Roadmaster but this may change.

Elsewhere in the Newsletter you will find an article on the recent Instructors Course. I would like to add my congratulations that those that took part and were successful. We all needed someone to help us with our first model and the tradition of SRCS having a good number of competent instructors, who are prepared to help others and give up some time flying themselves, continues. Thanks to everyone who helps our large number of new members.

I hope to see you all at the QGM and happy and safe flying.

Mike Close  
**President**

**SYDNEY RADIO CONTROL SOCIETY CLUB NEWSLETTER**

**Treasurers Report**

**Profit & Loss [With Last Year]**

July 2007 through January 2008

	This Year	Last Year
<b>Income</b>		
Club Badges	\$21.00	\$21.00
Club Clothing	\$55.00	\$20.00
Gate Keys	\$995.00	\$635.00
Interest	\$1,968.77	\$1,764.04
Joining Fees	\$1,035.00	\$1,035.00
Member Fees	\$21,722.00	\$20,728.00
Misc Income	\$500.00	\$0.00
Scale Day	\$1,683.40	\$763.70
<b>Total Income</b>	<b>\$27,980.17</b>	<b>\$24,966.74</b>
<b>Expenses</b>		
Badges	\$371.05	\$112.90
Bank Charges	\$77.60	\$64.50
Competition Prizes	\$247.27	\$75.00
Consumer Affairs	\$39.00	\$43.00
Equipment Hire	\$336.05	\$0.00
Equipment	\$51.00	\$168.00
Field Maintenance	\$116.40	\$40.00
Food & drink	\$0.00	\$56.04
Gifts	\$157.91	\$185.20
Hall hire	\$79.30	\$0.00
Key refund	\$10.00	\$0.00
Locksmith	\$174.13	\$1,472.00
Website	\$385.00	\$264.00
MAS fees	\$15,969.50	\$15,592.50
Postage & shipping	\$141.20	\$54.25
Scale Rally	\$223.21	\$342.16
News letter	\$558.80	\$568.42
Stationery	\$13.94	\$108.90
Toilet Services	\$0.00	\$55.00
Refund of membership	\$587.00	\$552.00
<b>Total Expenses</b>	<b>\$19,538.36</b>	<b>\$19,753.87</b>
<b>Net Surplus / (Deficit)</b>	<b>\$8,441.81</b>	<b>\$5,212.87</b>

<b>Membership</b>	
Associate	10
Junior	3
Life Members	5
Pensioner	5
Senior	124
<b>Total</b>	<b>147</b>

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

### **Minutes of Quarterly General Meeting 8<sup>th</sup> December 2007.**

The meeting opened at the airfield at 11am

**Present:**

Mike Close	Phil Norris
Ewald Klinkenberg	Renton Wright
Stephen Liseo	Col Bacon
Stephen McClurr	Norm Bantin
Paul Toyne	David Bacon
Bob Fear	John Howard
Rick Rapley	Col Bruce
Rex Broadbent	Roger Thompson
Noel Dalton	Matt Holloway

**Apologies:** Phil Chapman      Wayne Laycock

**Chair:** Mike Close

**Minutes of AGM – 25<sup>th</sup> August 2007:** cannot be approved, as this can only be done at the next AGM. No corrections were requested.

#### **Matters arising from the AGM minutes:**

- Roadmaster: Mike Close is keeping in touch; no firm developments yet on requiring SRCS to vacate the land.
- Instructors course: seven members from SRCS went on the course, and three from other clubs. Results of who passed the qualification are pending.
- New gates to the Roadmaster areas have been completed.
- Mower: the new one is working well.
- New rules: will be available within a week.

**Treasurer's Report:** income \$27k, of which members subscriptions were \$21k; expenses \$18k; surplus \$9k – however capital purchase of mower \$4k brought the net cash surplus down to \$5k. The Scale Rally ran a surplus of \$1,281.

The income and expenditure account and balance sheet had been published in the Newsletter. Members – 146; 7 associates. Acceptance of Treasurer's Report proposed by Steve Liseo, seconded by Matt Holloway. Motion passed.

**Secretary's Report:** there was no correspondence.

#### **Other business:**

- Christmas lunch has been organized by Phil Norris for 16<sup>th</sup> December.
- Roof over container, as rain is getting in? After discussion, this was agreed. Proposed by Renton Wright, seconded by Steve Liseo. Motion passed.
- Fly trap for flying area – not considered viable at present. Norm Bantin may find out more details.
- Transmitter pound door: committee will organise to be fixed.

The meeting closed at 11.30am.

Minutes recorded by Rex Broadbent  
24 December 2007

# **SYDNEY RADIO CONTROL SOCIETY CLUB NEWSLETTER**

## **Some CASA/MAAA/SRCS Requirements**

**By Mike Close**

From the recent Instructors Course and discussions that I have had down at the field there appears to be a general lack of knowledge on the requirements that we fly under. Everyone should make sure that they are aware of them as it is obviously important that we do not potentially invalidate our insurance. The information is all available on the web, the MAAA Newsletter provides a constant reminder, and some of the main items are summarised in MAAA Safe Flying Code. This is sent with your membership card every year and that everyone acknowledges that they have read when they validate the card by signing it! The following is a further summary but really everyone should check that they know the full information that applies to them. As a minimum please look at the Safe Flying Code every year before you sign the card.

Members of SRCS are regulated by three bodies. CASA have regulations, usually referred to as Part 101, that apply to anyone flying a model aircraft in Australia, the MAAA are required by CASA to have additional policies which apply to all of its members, and if defined by CASA to everyone else as well, and these are published in the MAAA Manual of Procedures. Finally SRCS has rules to cover our specific situation and requirements.

### **HEIGHT**

#### **CASA**

Unless an exemption is applied for, the following is the requirement:

Except in controlled airspace or within 3 nautical miles of an aerodrome the model has to be kept in sight at all times. In controlled airspace or within 3 nautical miles of an aerodrome the model is limited to 400 feet in altitude. In a populous area the model shall not operate at a height less than the height from which, if any of its components fails, it would be able to clear the area.

#### **MAAA**

Where necessary, an observer shall be utilized to supervise flying to avoid having models fly in the proximity of full-scale aircraft.

Stay clear of populous areas at any height.

#### **SRCS**

The airspace that we fly in is controlled by the RAAF and so the height limit is 400 feet.

### **WEIGHT**

#### **CASA**

Model aircraft as covered by Part 101 weigh up to 150 kgm. Giant model aircraft weight between 25 and 150 kgm.

#### **MAAA**

Aircraft that weigh more than 7 kgm require a large model permit to fly; those above 25 kgm require a giant model permit to fly and above 50 kgm should be referred to CASA for approval.

### **PILOT QUALIFICATION**

#### **MAAA**

Pilots must be of Bronze Wings standard to fly 'solo'. Permits to fly include a list of pilots approved to fly or supervise the flying of that model, and the manoeuvres they are limited to.

#### **SRCS**

Helicopter pilots must demonstrate the ability to fly to a modified Gold Wings standard before being allowed to fly 'solo' on the main runway.

### **DISTANCE FROM PEOPLE**

#### **CASA**

The model must be at least 30 metres away from anyone not directly associated with the operation of model aircraft and also so that it cannot crash in a populous area.

#### **SRCS**

Our pit area is 30 metres back from the flight line so we do not have to impose any special requirements for that area. Helicopters cannot fly within 10 metres of other pilots.

**CLUBMAN OF THE YEAR**

SRCS has been offered a Trophy in memory of Phil Hibble. It was decided by the Club that it would be in the form of a Perpetual Trophy awarded for 'CLUBMAN OF THE YEAR'.

All club members are entitled to one vote and a system will be set up very soon whereby you can cast your vote via the SRCS web site. There are no specific criteria and those who vote should consider the person who they best think deserves that title for the particular year. Every member is eligible to be voted for and no nominations are required. If you don't have access to the internet just find another club member who can help you



Contributions to the success of the club that could be considered include one or several of the following but there will be many others as well;

- Contributing to the ambience
- Encouraging club growth
- Event participation
- Facility maintenance
- Flying attendance
- Flying instruction
- Flying skills
- General help
- Helping newcomers
- Organisation
- New innovations
- Publications and documentation
- Representing the club externally
- Social attendance

If everyone votes then the winner can be very proud that the award reflects the views of the entire club.

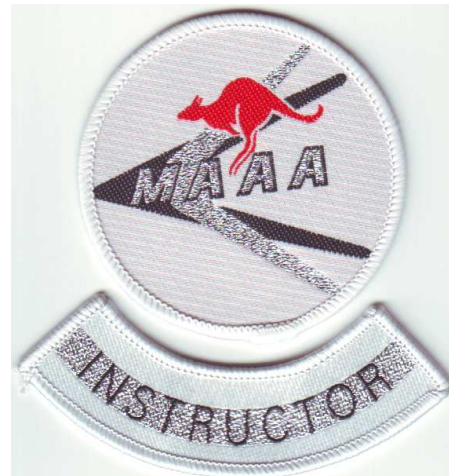
Please keep an eye on our website for the voting form, **[www.srcsclub.com](http://www.srcsclub.com)**.

**Instructors Course December 2007**

by Stephen Liseo

December 1<sup>st</sup> and 2<sup>nd</sup> saw me changing from my usual role as a teacher to that of student as I took part in the instructors course that was run at SRCS.

It has been over ten years since I was first taught to fly and I still remember quite vividly the instructors who helped me through those first flights, and not so smooth landings. I felt that the opportunity to do the same for new members would be a worthwhile undertaking.



Saturday was theory day and it's just as well because it was windy and rainy and definitely not a day for flying. The course was run by Steve Vickers and was a long day which culminated in a written exam. For most of the participants it had been a very long time since they were required to complete this type of exam, in fact it was a bit of a shock to the system. However it really wasn't too difficult provided that you had done your homework. Fortunately we had all been sent our MAAA flight instructors manual well in advance to study.

The weather on Sunday was much better and it was time to fly. Steve Vickers did the assessing whilst Val Vickers ran the pits with military precision. Its funny how maneuvers that you fly all the time become that much more difficult when someone is judging you. Despite this I think everyone enjoyed the day.

I would strongly encourage anyone to consider this course, not only will allow you make a positive contribution to the club but it will also help improve your own knowledge and confidence in this sport.

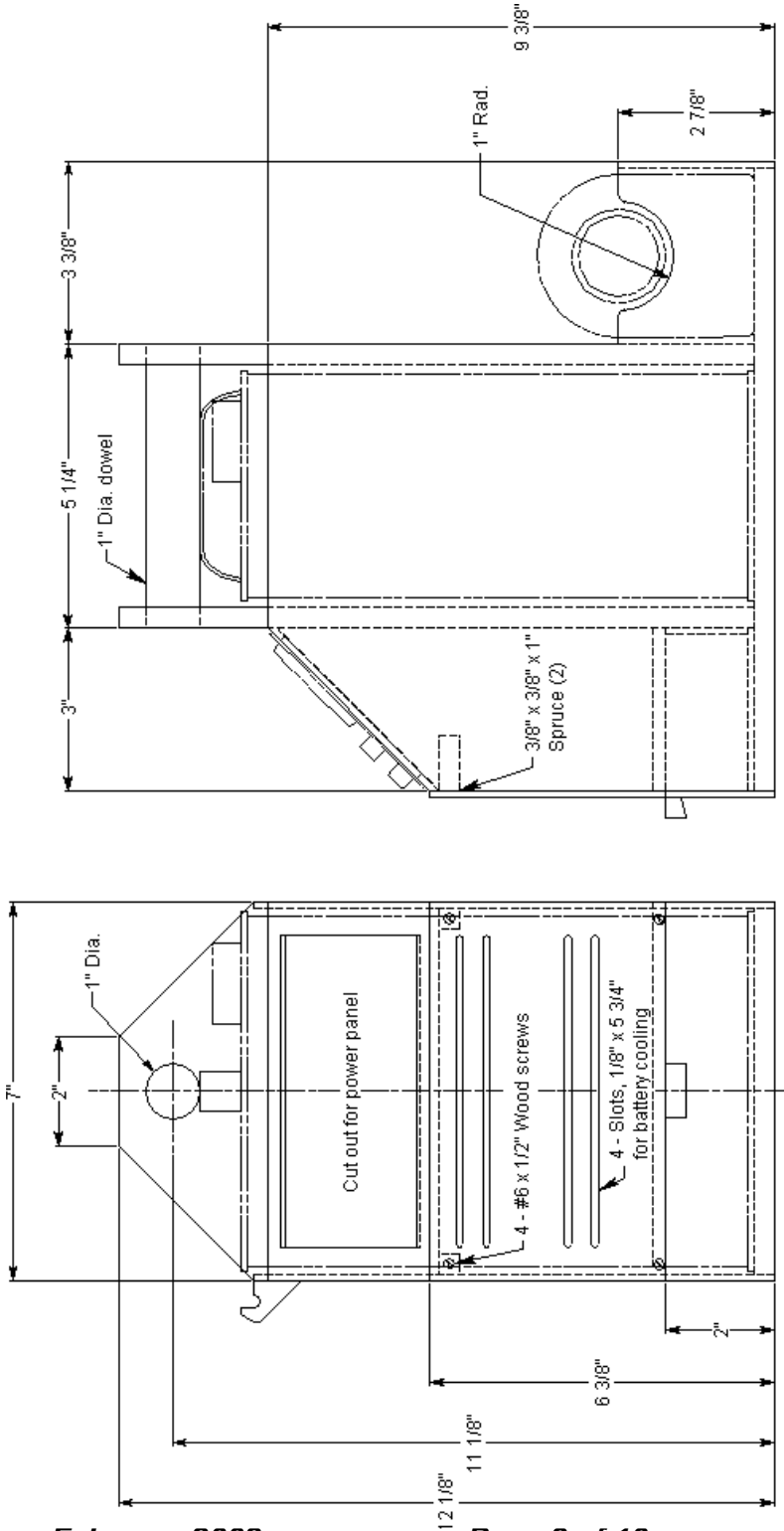
I would like to thank Mike Close for organising this course to take place at SCRS and also to Steve and Val Vickers for their time and expertise over the weekend.

Finally Congratulations to the following for successfully completing the course and achieving their Instructors certificate.

Ewald Klinkenberg,  
Rex Broadbent,  
Michael Garside.  
Peter Johnson (Helicopter)  
Larry James  
Stephen Liseo

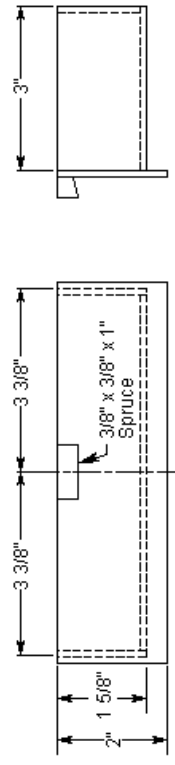
**DIY Field Box**

Below are two great designs for a DIY field box, thanks to Rick Rapely for this contribution



**Side View**

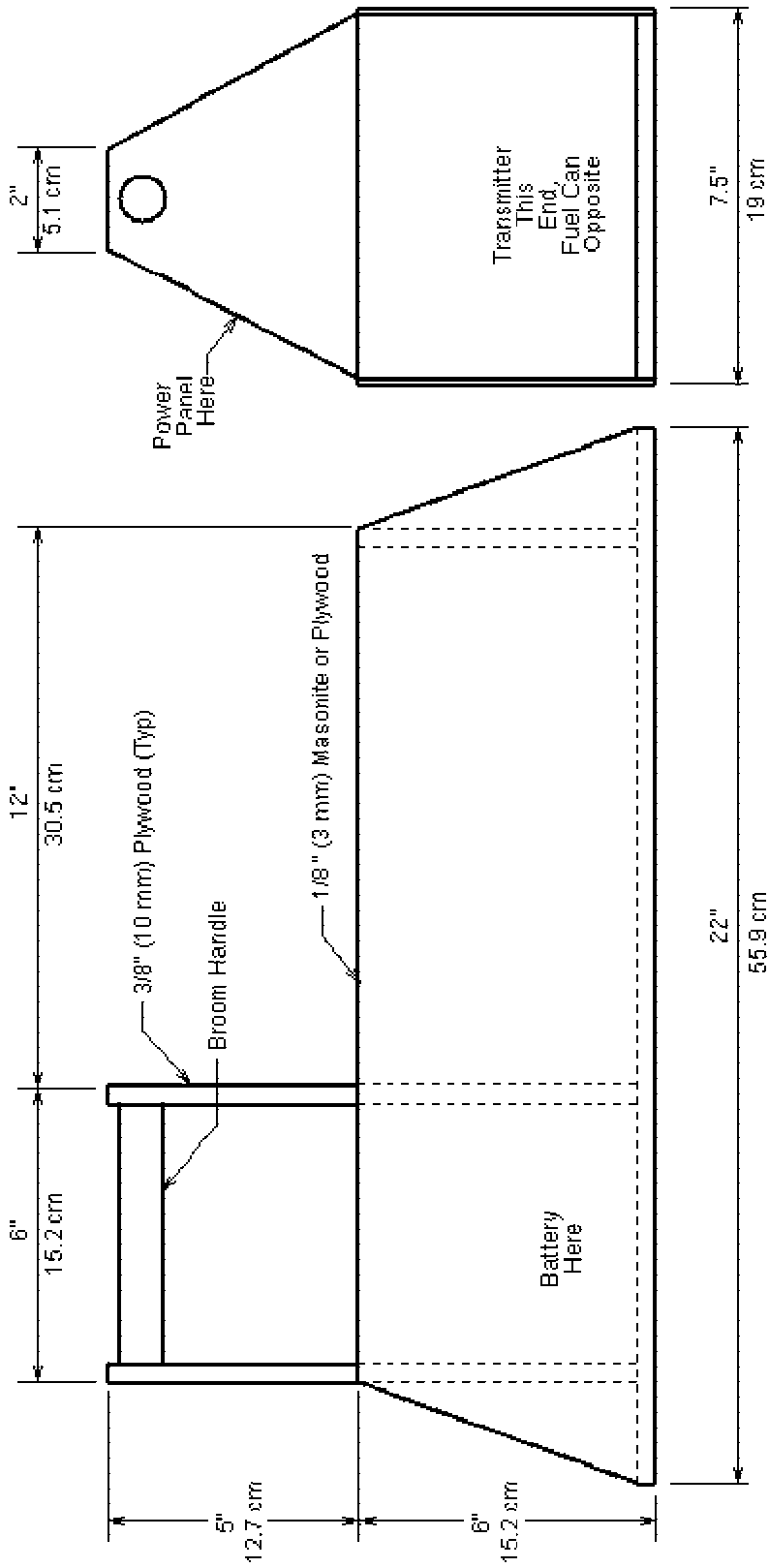
**End View**



**Drawer**

**Notes:**  
 Base and main verticals are 3/8" plywood. Battery shelf is 1/4" plywood. All other components are 1/8" plywood or hardboard except as noted.  
 All pieces except battery compartment cover and drawer parts should be glued and nailed with 1" wire brads.  
 Box must be finished with a fuel proof paint.  
 Handle can be removed for removal of fuel can.

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Box should be glued and the nailed.  
 Use velcro or elastic on each end to hold transmitter and fuel can.  
 Paint inside and out with fuel proof paint.  
 Carry starter in battery compartment.