



# Sydney Radio Control Society

June 2008

# Newsletter

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## Quatrly General Meeting

*To be held at the field on Saturday 14<sup>th</sup> June 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**



# 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	14 <sup>th</sup> June 2008
Hog Day	15 <sup>th</sup> June 2008
SRCS Scale Day	19 <sup>th</sup> October 2008
	<b>A reminder that there is no general flying when club events are held</b>
	



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**

By the time you read this it will be almost winter. Whilst it is good not to have the heat, and the grass does not grow as fast, today was cold and windy. Winter also means that the sun is much lower in the sky and that late in the afternoon it does affect landings from the west. It is always important that we all have 'situational awareness' when we fly. For example some serious accidents have occurred when a pilot has flown into or very near to the line of the sun. To say 'I didn't realise' is like the excuse when a learner car driver ran a red light and told the instructor that he did not expect it to change to yellow and then red when it did. The reply was along the lines of what did you expect after green. The sun, like the trees, does not really move out to blind us or hit us; we just have to be aware what may happen before it does and then take the early appropriate action. In this case of course it is to turn sufficient early before it is too late.

As you will see in my article, I use a check list with my turbine. Even so a couple of times pulling out the transmitter antenna has been missed at a critical time in the procedure. I normally pull out the antenna before I start the engine but can't with the turbine, the higher output power interferes the on board ECU. I have now changed the procedure to make it less likely that it will be forgotten. One mistake could have been one of those things, twice and the warning signs were there that there was a methodology problem. It could be argued that I should have changed it the first time and it was only because someone else noticed that I did not take off into a serious problem. Thanks Stephen for that on both occasions. I would have been even more annoyed with myself if it had crashed on the second occasion after one warning, but it would have been too late then.

It is even more important without a check list that we always use the same safety routines to avoid missing something. That includes the pre-flight airframe checks and the range test out to maximum antenna retracted distance. A good example of why this full range test is important happened yesterday. One of the increasingly popular gas aerobatic aircraft had a glitch in the air. Wisely the pilot decided to check it on the ground again. At a range that many would consider adequate it worked but he knew that he normally got more range. Tests showed that there was definitely something wrong. Without knowing the normal range and testing it to that distance, it might have been assumed that there was not a problem, but the next glitch might have crashed it.

Also with winter comes the Hog Day and a QGM. Unfortunately we have probably missed the deadline for getting our normal Hog Day advert in the MASNSW Newsletter. If you have Hog, or know anyone else who does, inside or outside the club, please encourage them to come along. There is a trophy, donated some years ago now, by Steve Sunderland to compete for, and there is nothing special to do. Just turn up and enjoy flying.

This QGM is the one that sets the fees and whilst the Committee may make a recommendation it is up to the members to decide. The club fees have not gone up for many years and we still make a modest surplus each year. The question this year is what do we do about the uncertainty? It could be argued that we need to build up funds in case we need them, or alternatively that we have fairly good reserves and it is best to wait till we know what we will need before making any such decision. This may or may not end up a debating point but one thing is certain that unless you are at the meeting you will not be able influence the way the vote goes. I know of other clubs where a member has had a serious disagreement with a decision made by a meeting but was unable to answer the question as to why he was not there.

Obviously an update on how the search is going for a new field can be expected and whether any alternative strategies should be employed. This is vital to us all.

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

Mike Close  
President

## Treasurers Report

### Profit & Loss [With Year to Date]

July 2007 through May 2008

	Selected Period	Year to Date
<b>Income</b>		
Club Badges	\$35.00	\$35.00
Club Clothing	\$95.00	\$95.00
Gate Keys	\$1,065.00	\$1,065.00
Interest	\$2,702.15	\$2,702.15
Joining Fees	\$1,120.00	\$1,120.00
Member Fees	\$22,070.50	\$22,070.50
Misc Income	\$500.00	\$500.00
Scale Day	\$1,683.40	\$1,683.40
Total Income	\$29,271.05	\$29,271.05
<b>Expenses</b>		
Badges	\$371.05	\$371.05
Bank Charges	\$153.60	\$153.60
Competition Prizes	\$247.27	\$247.27
Consumer Affairs	\$39.00	\$39.00
Equipment Hire	\$526.24	\$526.24
Equipment	\$308.36	\$308.36
Field Maintenance	\$274.20	\$274.20
Gifts	\$157.91	\$157.91
Hall hire	\$79.30	\$79.30
Key refund	\$10.00	\$10.00
Locksmith	\$174.13	\$174.13
Website	\$385.00	\$385.00
MAS fees	\$16,214.50	\$16,214.50
Postage & shipping	\$211.20	\$211.20
Scale Rally	\$223.21	\$223.21
News letter	\$924.80	\$924.80
Stationery	\$13.94	\$13.94
Toilet Services	\$55.00	\$55.00
Refund of membership	\$587.00	\$587.00
Total Expenses	\$20,955.71	\$20,955.71
<b>Net Surplus / (Deficit)</b>	<b>\$8,315.34</b>	<b>\$8,315.34</b>

Membership	
Associate	7
Associate – Email	3
Junior	2
Junior - Email	2
Life	4
Life – Email	1
Pensioner	2
Pensioner – Email	3
Senior	87
Senior - Email	40
<b>Total</b>	<b>151</b>

**Minutes of Quarterly General Meeting 15<sup>th</sup> March 2008.**

The meeting opened at the airfield at 11am

**Present:**

Andrew Vivero	Atul Rathod
Baldo Polizzi	Bob Evans
Bob Fear	Col Bruce
Ewald	John Cahill
Klinkenberg	Larry James
John Howard	
Michael Sammut	Matt Holloway
Mike Close	Norm Bantin
Phil Norris	Rick Rapley
Rex Broadbent	Steve Sonderland
Stephen Liseo	Renton Wright
Roger Thompson	Ross Hill
Wayne Laycock	

**Apologies:**

Derek Slevin	Jamie Vella
Michael Murdaca	Paul Toyne
Phil Chapman	Robert Zyp

**Chair:** Mike Close

**Minutes of QGM – 8<sup>th</sup> December 2007:** accepted. Moved: Stephen Liseo; seconded Ewald Klinkenberg.

**Matters arising:**

- Roadmaster re closing of field: dealt with in the President's Report in the Newsletter. (See point ex President's Report below re field search.)
- Instructors course: seven members from SRCS passed the course. Steve Sonderland's ground examination results still in process.
- New gates to the Roadmaster areas have been completed.
- Mower: the new one is working well.
- Rules: Mike Close has drafted a full set of updated rules: these are available on the website.  
Rules are now issued to new members by the Treasurer.
- Roof over container: still wanted. As move from the field is possible in the near future, this must be movable. Phil Norris can possibly secure 4.2m sheets: will endeavour to hold until SRCS can organize transport to the field, erection over the container. Ewald has spoken to Robert Zyp re fixing the screen over the container.
- Flytrap: not viable.
- Transmitter pound door: committee still to organise to be fixed.

**President's Report re field search:**

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

Leads are being followed – we cannot give away possibilities before we secure a field, as other clubs also looking for a field may take actions which lose us the field.

Two possibilities that other clubs could not take, as within 4km of SRCS's existing field, are 1) on the southern side of the creek, and 2) on the western side of the dam and power lines.

**Treasurer's Report:** income \$28k: members subscriptions were \$22k; expenses \$20k; surplus \$8k. Purchase of mower \$4k brought the net cash surplus down to \$4k.

Members – 150.

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

### **Other business:**

- Roadmaster, through Frank White, have improved the approach road.
- Baldo Polizzi: Jamie Vella has said that if SRCS buys a plot, his father will put in a road for nothing. Agreed that SRCS is unlikely to buy land within a reasonable travel area for members.
- Noise checks on aeroplanes where members want to fly between 8am and 9am. Meeting decision: keep to one rule - all aircraft have to be tested. No exemptions for electric powered aircraft.
- A vote of thanks was proposed by Matt Holloway to the Wednesday-flying members for sharing the mowing load. All agreed. Please communicate when the mowing is done on Wednesday to save the work being set up again for Saturday.

The meeting closed at 11.40am.

Minutes recorded by Rex Broadbent  
17 March 2008

## **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'.

The recipient will be voted for by all club members. 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*

*Flying attendance*

*Flying skills*

*Helping newcomers*

*New innovations*

*Representing the club externally*

*Event participation*

*Facility maintenance*

*Flying instruction*

*General help*

*Organisation*

*Publications and documentation*

*Social attendance*

On our website [www.srcsclub.com](http://www.srcsclub.com) You will find a link to **Clubman of the Year**, where you can vote for any member to be club man of the year, you can even vote for yourself.

**Step 1) click on the drop down list of members and select your choice.**

**Step 2) opposite MAAA : you have to enter your MAAA number**

**Step 3) from the drop down list below your MAAA number select your name and then click vote.**

You can only vote once, the results will be announced at the next AGM.

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

**UPDATE:** Due to technical problems voting on our web site is still not available but we hope to have this service up and running very soon. Please check the website over the next few days to see if it is up and running. Please support this award.



**It's on Again!**



Sydney Radio Control Society

# **HOG DAY**

Bring along your best (or worst) Hog  
for the premier RC event of the year

**Sunday 15<sup>th</sup> June Gates Open at 8:30**



Don't Have a HOG?  
Come along anyway and support your club

BBQ and refreshments available

## **The First Turbine**

by

**Mike Close**

Inevitably my Boomerang Elan, which I think is the first turbine powered aircraft to fly at SRCS, has created a lot of comment and I was asked if I could put in some words to support the photos that Steve Liseo has taken. I have told quite a few of you about it so apologies for the repeats.

I had a long term plan to get a turbine with the aim of getting a Grumman Panther in a few months time. Why a Panther? Like many they are emotional reasons only, although I do think that the sound of model turbines fit in much better with early generation jet aircraft before bypass systems were developed. When I was a kid in England I had a Jetex motor. The most successful aircraft that I had with it was a sheet balsa representation of a Panther. Successful is a relative term. I can remember one flight that maybe went 50 metres but that was the exception.

I was telling Kevin Dodd, the MAAA Secretary, who was one of the first in Australia to fly a turbine, about my plans and he said that I would be better off getting an introductory level aircraft first. The reason was that it would not be quite so expensive, simpler to build, and so slightly reduce the stress of flying it. It also would be a little more forgiving whilst I got used to flying an aircraft with such different characteristics.

He recommended a Boomerang and the Elan had just been launched. In the military colour scheme I thought that it looked much more like a full size aircraft, rather than the smaller and larger ones which are only available in sports schemes. The choice of engine was not as straightforward as there were many options. In the end I decided to get the JetCat 80 which I could buy as a package with the Elan from the importer of both.

The manufacturer's promotional video says that the airframe can be assembled in an evening. Well it all depends what he includes in the airframe. I agree that you could take it out of the large box, insert the assembly screws and fit the cyno type hinges in that time. However I have had a couple of the latter fail in the last year and so I decided to fit Robart point hinges instead. That would have blown the evening out of the water anyway. In the video Alan goes on the say that it is then ready to be fitted out. As you can see in the photographs there is a lot to this.



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

It has 10 servos and the equivalent of four more as either electronic switches or solenoids. Not only does it take some time to plan the best layout, and this is very important both for neatness and to ensure that there is no electrical interference, but the plumbing makes a helicopter installation look trivial. I also had problems fitting the turbine. I had to cut a lot of both the aircraft framework and the JetCat mount away. I then had to design and make my own method of securing the engine to the airframe.

Some of the technical details about the aircraft are that it has wingspan of 2130 mm with a fuselage length of 2030 mm. The dry weight is 9.9 kgms and with a full tank, over 3 litres (8 minutes safe flying time!), the takeoff weight is over 13 kgms. The engine thrust is at least 8 kgms at full power. I will have to measure it as the engine has been updated to 9.5 kgms but I do not know which my



version is. I had to use two Y leads for the rudders and the flaps so I decided to use Hitec digital servos for all the flight controls. My free program downloaded from the internet determined the type. Fast on the aileron and elevator, power on the rudder and flaps. Using Hitec meant that I could program the servos connected to Y leads to perform with exactly the same characteristics. The four servos for the ailerons and the elevators are on separate channels so they are set up with the transmitter. I am using a Multiplex 12 channel receiver which, although PPM, does have fail safe and also can use two receiver batteries for redundancy with the built in circuitry. I did think about two receivers and/or a power box as well, but decided that for this aircraft I would not go that far. There are two on board air cylinders for the retracts and for the brakes. The brake system that I wanted took some working out and taxed my programming ability on the Multiplex 4000. It works on a priority basis. When the retracts go up the nose wheel is centred before any retract movement takes place and the brakes go momentarily on and then off. They then cannot operate again until the retracts are lowered. Once that is done, down elevator then applies the brakes on a proportional basis so that you do not have to take your fingers off the flight controls during the landing and roll out phase. Finally there is a manual switch, mainly for use during engine start, spool up and stop.

Running in the engine in the backyard was fun! Modern engines run on Jet A-1, or kerosene if you can't get it, and either use propane or a kero start heater during the initial start phase. I was advised to wait till the next generation kero starts were available. I twice had flames pouring out of the back when I did something wrong. As it was not in an aircraft I did not need to use the mandatory fire extinguisher. I also had many start failures at first. The advice the importer gave me was unfortunately incorrect and I identified the problem, high gas pressure, and the solution myself.

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

Once you are used to it, the starting process is very easy – push the throttle to full and watch. However you have to be careful in the preparation. I have done a comprehensive check list covering pre-flight checks, engine start, flying and engine shut down. The process is more complex than with a piston engine aircraft and whilst I could do it without it, (and did for the test flight!), with the value and speed of a turbine aircraft it makes sense to be very professional and minimise the risk of forgetting anything.



The MAAA requires that all turbine aircraft have to be inspected, so after a couple of days doing taxi tests at SRCS, and waiting for the rain to stop, I went up to Maitland. After it had been checked, with a couple of comments on the design, it was ready for the first flight. Yes, I was very tense and if I had been given any excuse to postpone it I would have accepted it willingly. I was not worried about the takeoff, slightly worried about handling the extra speed but mainly worried about the landing, making sure I did not stall it, coping with the higher approach speed, and particularly getting used to the several seconds it takes for the engine to respond if you open the throttle. Having Paul, the inspector, standing by me help a lot and in the end apart from a moderate amount of aileron trim and a little elevator trim every thing was fine. After a practice approach with wheels up I landed at the first attempt. Another successful flight and it was back to SRCS.

So how does it fly? The answer is extremely well and it is one of the best flying aircraft that I have. Rolls are very precise and the loops are spectacularly large at full power. It does not appear to fly as fast as it actually is, even at reduced power, during normal flight. This is because of the size and also that in the air it is relatively quiet. However if you do a low pass at full power you realise that it is really moving. Also if at any time you hesitate to turn or get the aircraft in slightly the wrong part of the sky then you find it is very soon in the far distance. It holds a good knife edge to the right with the recommended mixing but I still need to do some work on the left edge.

**SYDNEY RADIO CONTROL SOCIETY CLUB NEWSLETTER**

You can really see it visibly slow down when you switch in half flap and obviously even more so when you go to full, nearly 90 degrees, flap and couple the ailerons up as spoilers. Surprisingly when I did a practice taxi in this configuration it hardly accelerated at all. I now do all my landings with the spoilers. It comes in very nicely but, even it is not obvious from the pits, I don't always get the nose high enough to really slow it down. As they say practice makes perfect so I am working on this. It certainly does flare nicely and overall the landings are not a difficult as I feared. You just have to concentrate hard of course.

Overall I am very happy with it, even though it takes quite a long time to get ready for a flight. I expect that now others have seen the sight and sound (and the smell) of a turbine others will follow, but what will I do. Well about that Panther.....



## **Fun at the Club**

We have had some great flying weather lately, sunny days with little wind. Saturdays have been quite busy and it's been really fun to see aircraft of all shapes and sizes appearing at the field.

Electric models are getting cheaper all the time and we are seeing more and more interesting looking aircraft turning up at the field. A few weeks ago I was most entertained by the sight of three strange looking flying boats buzzing around our small dam. Small foam electrics are quick to put together, easy to transport and fun to fly with some producing surprising performance.

If you are starting out in electric flight then please ensure that you read instructions regarding charging and care of batteries carefully. Especially when dealing with LiPO batteries. I will be publishing an article on their care in an upcoming newsletter however in the meantime make sure you read charging instructions carefully.



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



Helicopters of all shapes and sizes are appearing in increasing numbers and it appears that fixed wing and chopper pilots are accommodating each others needs with everyone getting along nicely. I've seen a couple of gliders make an appearance lately and of course Hogs are turning out in preparation for our annual Hog Day and lets not forget the sight of that magnificent turbine that's been gracing the skies over our field.

Its great to see everyone enjoying our club.

