SYDNEY RADIO CONTROL SOCIETY - incorporated
CLUB NEWSLETTER

Quarterly General Meeting

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

Friday Evening
3rd[t] June 2005 at 8PM
Dress rules apply

Agenda:

- *Apologies*
- *Previous Minutes*
- *Matters arising*
- *Presidents Report*
- *Treasurers Report*
- *Secretaries Report*
- *Other Business*

Disclaimer

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

Inside this issue

THE 2004 – 2005 COMMITTEE

NAME	***POSITION***	***PHONE***	***E-MAIL ADDRESS***
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Matt Holloway	Vice President		mholloway@mmm.com
Paul Toyne	Secretary & Safety Officer	(02) 9642 7059 0419 525 664	papaloma@bigpond.net.au
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Norman Bantin	Newsletter Editor	(02) 9624 8117 0403 337 829	nbantin@bigpond.net.au or norman.bantin@sydneywater.com.au
Baldo	Ordinary Member	(02) 96304019 0418 479 971	baldop@ozemail.com.au
Bill Barrett	Ordinary Member	(02) 9680 7114 0416 363531	bbbarrett@ozemail.com.au

SRCS WEB ADDRESS www.srcsclub.com

EWALD'S POSTAL ADDRESS

If posting anything to the Treasurer Ewald Klinkenberg please use this address

PO BOX 363, DOONSIDE, 363

CLUB EVENTS 2005

EVENT	**DATE**	**ALTERNATE DATE**
Hog Day	Sunday 19th June	
SRCS Club Scale Day	Saturday 30th July	Saturday 13th August
Kevin Gray Memorial	Saturday 27th August	Saturday 10th September
SRCS Scale Rally	Sunday 16th October	
Pattern Day	Sunday 30th October	Sunday 13th November

PRESIDENT'S LETTER

As I am sure that most of you will have seen that the condition of the access road improved dramatically over one recent weekend. We have to very much thank the guys from Turtle and some of their friends for the work that they put into making it good. Not only did they do the physical work but they also provided the material at cost and all the equipment that was needed at no cost. This would all have dented the SRCS bank balance if we had to hire it all at commercial rates. I am sure that they did not do it for any other reason than to help the club but it would be nice when other members see them next to say a personal thank you. Not only does this work very much benefit all club members, it also gives us a few brownie points with the various landowners and tenants who have also benefited. Once again thank you to 'the Turtle gang".

We need to continue to be good neighbours, as this also helps our image. If you do see anyone who you think may be should not be on the property, or an animal with a problem, then please do contact either Roadmaster or the tenant farmer immediately. Their phone numbers are in the shed. A week ago there was calf in the roadway when I left. I got it into our field with the mother and rang the farmer to tell him so he could find where the problem was with the fence. When I left him he was going to see whether it was his cow, as he had moved all of them the week before. He thought it might have been out of the other field. Either way he was pleased that I rang him.

Whilst I don't think that we have done it for some time, one thing that is not neighbour friendly is to bypass one of the padlocks. I know that there are too many locks there but we can't control that. Whenever you close our padlock make sure that no other locks are hanging loose and not in the chain. It is easy to make a mistake. The weekend that the car club had their meeting they bypassed our lock when they left. The three of us still flying had to cut through a link of the chain in the dark to get out. It was lucky that the two hacksaw blades I had only broke about eight times and we had two short lengths left when we eventually got thorough. It is just as frustrating not to be able to get in.

The new noise rules for the pylon aircraft seem to be working satisfactorily. When F400 aircraft are there to fly try to organise other flying sensibly and talk amongst yourselves to give the small window that they need with a minimum of interruption to everyone else, as they do when they try to fly several aircraft quickly one after another. If only one other aircraft is flying then they cannot go. Try to avoid another single aircraft going out just before another lands if they are getting ready to go. This includes the heli area as well as the main runway. The noise dispensation only applies for competition aircraft and for the very short period allowed. There is no general relaxation in the SRCS noise levels. Whilst we do not test all aircraft we do have a duty to check aircraft that seem noisy and then work with the owner to reduce the noise if that is necessary.

As you may know the MAAA Nationals are being held in the Richmond area at the beginning of July. The people that take part include Australia's best but also include average pilots like you and me. Please consider taking part in one or more events, but if not do go and have a look at some of the competitions. They are not in Sydney very often so take advantage of it. Seeing other types of flying and talking to those involved can open up new areas of interest and can motivate you to improve your own flying.

Happy and safe flying, Mike Close, President

APRIL 05 QUARTERLY GENERAL MEETING

MINUTES
The Quarterly General meeting was held at the Toongabbie Bowling & Recreation Club on Friday 1st April 2005.

Mike Close opened the meeting at 8.06 p.m. Minutes were recorded by Paul Toyne

PRESENT	Mike Close	Bill Barrett
	Norm Bantin	Paul Toyne
	Ewald Klinkenberg	Cole James
	Matt Holloway	Rex Broadbent
	Bill Johnson	Peter Locock
	Peter Hassett	Mark Locock
	Paul Locock	Colin Bacon
	Steve Hassett	John Wenborne
	Adrian Byrnes	Mike Medlock
APOLOGIES	Rick Rapley	Baldo Polizzi
	Bob Evans	

MINUTES OF THE PREVIOUS ANNUAL GENERAL MEETING 03-12-04

The minutes of the previous QGM held at Toongabbie Bowling & Recreation Club held on Friday 3rd December 2004 were accepted as a true and accurate record with no changes.

MATTERS ARISING 03-12-04 QGM
Mike Close asked Turtle for some different options to upgrade the track and was advised at the meeting that quarry road base should be available shortly to complete the repair work***. Mike Close to finalise***

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. ***Ewald to submit to Department of Fair Trading****.*

SECRETARIES REPORT

Incoming:
-Email from Michael Garside re Instructors course & paid tuition at SRCS
-Email from Than Stowe regarding use of SRCS field for OT Nationals
-Email from Than Stowe explaining the OT National Committee's lack of response
-Email from Cole James regarding Pylon proposal
Outgoing:
-Response to Michael Garside regarding Instructors course & paid tuition at SRCS
-Response from SRCS regarding proposal re use of field for OT Nationals
-Email from SRCS requesting a response from OT Nationals Committee to SRCS email

Balance Sheet Feb-05

	This Year	Last Year	$ Difference
Assets			
Current Assets			
Cash On Hand			
Westpac - chq a/c	$4,765.91	$2,104.05	$2,661.86
Petty Cash	$10.00	$10.00	$0.00
Total Cash On Hand	$4,775.91	$2,114.05	$2,661.86
Investments			
Westpac term deposit	$15,764.79	$15,305.21	$459.58
ANZ term deposit	$29,198.29	$28,117.87	$1,080.42
Total Investments	$44,963.08	$43,423.08	$1,540.00
Total Current Assets	$49,738.99	$45,537.13	$4,201.86
Other Assets			
Deposits Paid	$50.00	$50.00	$0.00
Total Other Assets	$50.00	$50.00	$0.00
Buildings			
Furniture & Fixtures			
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	$57,812.08	$55,765.94	$2,046.14
Liabilities			
Long-Term Liabilities			
Total Liabilities	$0.00	$0.00	$0.00
Net Assets	$57,812.08	$55,765.94	$2,046.14
Equity			
Retained Earnings	$54,183.06	$51,238.67	$2,944.39
Current Year Surplus/Deficit	$3,629.02	$4,527.27	-$898.25
Total Equity	$57,812.08	$55,765.94	$2,046.14

PROFIT & LOSS JULY 2004 TO FEBRUARY 2005

	This Year	Last Year
Income		
Club Clothing	$157.50	$260.00
Gate Keyes	$650.00	$365.00
Interest	$357.74	$2,605.83
Joining Fees	$1,035.00	$885.00
Member Fees	$19,506.50	$17,410.65
Misc Income	$0.00	$11.00
Scale Day	$10.90	$496.30
Total Income	$21,717.64	$22,033.78
Expenses		
Badges	$105.60	$0.00
Bank Charges	$38.35	$38.55
Club Clothing	$0.00	$875.60
Competion Prizes	$158.86	$93.04
Consumer Affairs	$56.00	$56.00
Equipment	$32.36	$136.67
Field Maintenance	$373.22	$137.30
Hall hire	$260.00	$190.00
Key refund	$10.00	$0.00
Locksmith	$1,371.70	$758.20
Web site	$478.50	$720.00
MAS fees	$14,734.75	$13,684.75
Postage & shipping	$44.58	$130.25
Printing	$0.00	$48.85
Scale Rally	$0.00	$250.00
News letter	$391.70	$387.30
Toilet Services	$33.00	$0.00
Total Expenses	$18,088.62	$17,506.51
Net Surplus / (Deficit)	$3,629.02	$4,527.27

Membership	
Assoc	13
Jnr	1
Life	4
Pen	8
Snr	92
	118

OTHER BUSINESS

- Proposal submitted by Cole James for the operation of competition pylon racing aircraft at SRCS (see attached). After lengthy discussion it was decided to accept the proposal generally however a final set of rules to be drafted and reviewed by the Committee. This was proposed by Matt Holloway and seconded Bill Barrett. Motion carried unanimously.
- Bob Evans noted that the web site address is still not appearing on the Newsletter. Norm Bantin to resolve.
- To reduce the chance of frequency confusion the red frequency numbers on our frequency board are to be blocked. Matt Hollway to complete. Proposed by Bill Barrett seconded by Cole James. Motion carried unanimously.
- Proposed that an upper limit for Associate membership be capped at 10% of total membership. Proposed by Paul Toyne seconded by Norm Bantin. Motion carried.
- Social membership was discussed and it was decided that a Social Member is to pay $10.00 plus any other relevant fees.

Meeting Closed at 9.30pm

SRCS RULES CHANGES

The Special Resolution to change the SRCS Rules that was proposed and accepted at the September 04 Annual General meeting have been checked by the committee and submitted to the Department of Fair Trading for final approval. When finalised a copy will be available on the WEB www.srcsclub.com, at the field or a hard copy by request to one of the committee if required.

NOISE RULE VARIATION

PREAMBLE

The following field rule additions to the SRCS Inc Noise requirements have been approved by the Committee for immediate adoption until submitted for ratification at the next Quarterly General Meeting of the club. This is in accordance with a motion passed unanimously at the Quarterly General Meeting held on the 1st April 2005. The intent of the motion and the additional rules are to allow interested Members of the club to prepare and practice for specific competitions where the noise level generated is outside the normal regulations. The spirit of the change is to permit the activity whilst recognising the rights of other members to continue to fly and be in a safe environment, and the expectation of our neighbours not to be adversely affected by our operations.

ADDITIONAL RULES

1. These additional rules shall only be applied to aircraft owned and flown by Members of SRCS. All visitors have to comply with the existing noise requirements.
2. The only aircraft eligible to operate under these additional rules shall be those that specifically meet all the requirements of a competition class as defined in the MAAA Rules Book current at the time.
3. These additional rules shall only be applied between the hours of 1200 and 1600 hrs on Saturdays, Sundays and Public Holidays and between 0900 and dusk on normal weekdays.
4. Aircraft operating under these additional rules shall have the requirement to conform to the SRCS noise rules waived to the extent allowed within the MAAA Rules Book for aircraft of that class and for a maximum 2-minute engine run for each flight/ground run.
5. All flights shall take place within the indicated Flight Zone (See map at field) except when weather conditions dictate, in which case flying outside this zone is permitted for Take Off and Landing only.
6. Only a maximum of the pilot, the launcher and one assistant shall be present on the flight line for any given flight and no other persons shall be within the normal 30-metre safety line.
7. When an aircraft is flying under the conditions of these additional rules no other aircraft of the same or any other type shall be allowed in the air.
8. When members are present at the field that wish to operate under these additional rules, normal club protocol shall be observed to ensure that the available time is fairly distributed amongst all those wishing to fly.
9. As a guide, only one flight per pilot per hour is expected under these additional rules.
10. All other club rules shall be adhered to, unless specifically varied by any of the above additional rules.

SRCS INC NOISE POLICY (PRIOR TO 9.00 A.M.)

1. Only aircraft that have been tested and passed a noise level in accordance with the MAAA policy for noise sensitive sites (not exceeding 96dBA) and in accordance with the SRCS Noise Testing Procedure are permitted to fly or carry out an engine run prior to 9.00 a.m. at SRCS Vineyard.

2. Aircraft that have passed the above noise test are permitted to fly and run engines between the hours of 8.00 a.m. and 9.00 a.m. at SRCS Vineyard, unless any other restrictions are applied by the SRCS Committee or by the landowner.

3. Only persons approved by the Committee are permitted to carry out the noise testing procedure.

4. It is the responsibility of the aircraft owner to arrange for a noise test to be carried out.

5. A list of approved testers will be maintained in the SRCS Shed.

6. Noise tests will only be conducted at SRCS Vineyard and after 9.00 a.m.

7. Unless by prior arrangement noise tests will only be carried out at the convenience of approved testers.

8. Results of the noise tests are to be provided to the noise test co-coordinator.

9. The noise test co-coordinator will maintain a record of all noise tests.

10. A list of aircraft that have passed the noise test will be maintained in the SRCS Shed.

11. In the event of any changes to an aircraft that is on the passed list which might affect its noise performance the owner shall submit the aircraft to a further noise test before operating the aircraft between 8.00 a.m. and 9.00 a.m. Changes include, but are not limited to, change of propeller (manufacturer, type or size), change of engine, change of engine mounting, change of silencer and airframe modifications.

12. The committee may require a further noise test at any time.

13. The last noise test conducted is the only test recognised for the purpose of this policy.

14. There is no restriction on the number of noise tests that may be performed on any aircraft.

15. When an owner no longer requires an aircraft to be listed he must advise the noise test co-coordinator.

SRCS Inc. NOISE TESTING PROCEDURE

1. Only approved testers can carry out this procedure on behalf of SRCS.
2. All results must be recorded on the official form and passed to the noise test co-coordinator.
3. When carrying out the test, care must be taken to ensure that other aircraft noise and the wind do not affect the result.
4. In the event of a marginal failure, and at the request of the owner, other aircraft may be requested not to take off, and the test repeated when no other aircraft are flying or with engines running.
5. A suitable area will be marked with points three metres apart along the direction of the wind.
6. The noise meter will be set up with the microphone located 30 cms. above the ground and in line with the downwind mark, preferably on the approved stand.
7. The tester will record all required details of the owner and the aircraft, including the manufacturer, type and size of the propeller. If the aircraft has been tested before the result will be recorded together with the approximate date.
8. The aircraft engine will operate at full power and the RPM will be measured and recorded. The tester shall be satisfied that the RPM measured is consistent with the engine and propeller combination.
9. With the engine operating at full power and the aircraft on the ground with the engine above the upwind mark, the noise level will be measured. This will be done in each of the four directions, front, back, and each side, obtained by rotating the aircraft.
10. If the aircraft is held during the test, the person shall be on the on the opposite side to the noise meter for side measurements and opposite side to the silencer (unless central) for the front and back measurements.
11. In the event that the aircraft does not have a suitable undercarriage, the aircraft shall be held above the ground, at a height consistent with a tricycle undercarriage.
12. The result of the noise tests is the arithmetical mean of the four measurements.
13. If the tester is not satisfied that the conditions enable an accurate test, then the test is declared void and the model must be resubmitted at an appropriate time.
14. After completion of a valid test (pass or fail), the tester will record that aircraft has passed or failed and sign and date the form.
15. The tester may record the result on the list in the SRCS Shed prior to passing the form to the noise test co-coordinator.

APPROVED NOISE TESTERS

NOISE TEST CO-ORDINATOR MIKE CLOSE (02) 9872 6469

TESTERS

MIKE CLOSE (02) 9872 6469

PAUL TOYNE (02) 9642 7059

AIR CRASH INVESTIGATIONS

Since November last year I have decked three of my favorite planes, my Extra 300s, Arrow Tiger and my faithful old Hog. They were all badly damaged and will take a lot of work to repair them. At the time of the crashes I was not doing anything unusual, just flying straight and suddenly they went of the air or appeared to. After each crash the post mortem reveled possible causes such as broken battery leads, crook servos and broken aerial leads etc, but these were almost certainly due to the crashes themselves.
The following are some of the possible causes of loss of Radio Control that by themselves or in combination may cause problems that I was able to pick up on the WEB and other sources

Batteries

This is one of the most critical items – dead battery – dead plane. Always make sure your battery pack is fully charged before flying with a voltage checker and appropriate load. If you make your own battery packs, ensure that the cells are not tightly bound so that vibration cannot cause the insulation to wear between adjacent cells and short them out, its best to isolate each cell with a thin piece of balsa or cardboard in between each cell before wrapping insulation tape around the pack.

Switch Harness

Always use a good quality switch and check it on the receiver side of the switch with a voltage checker and appropriate load, as it will show up any resistance in the switch. I found one that had a 250mV voltage drop across it. Install the switch on the opposite side to the muffler so that the exhaust will not affect the switch. If you use a remote switch rod make sure you wire the switch so that it is on with the rod pushed in to prevent it being accidentally turned off. I know someone who wired the switch the other way around and mounted the switch underneath the plane, he bounced when took off and turned off the power.

Servos

Always check that the servos are set up and correctly and do not stall as this will cause excess current draw, voltage drop and will flatten the battery very quickly. Check if the gearbox has any stripped gears and moves freely. Once I forgot to put the screw back in that held the aileron servo arm on – flew al-right for a while. At the time I was sure that I had radio problems but not so it just appeared that way. Check each servo plug for corrosion and they are plugged in to the receiver properly. Check cables for open circuits at both ends especially where it exits at the servo that could be broken internally.

Receiver Antenna

Keep the receiver antenna as far as possible from servo wires, metal pushrods, carbon fiber, or anything that may conduct electricity. Exit the antenna above the aircraft, not close to the ground if possible. Ideally, have the antenna exit the fuse within centre meters of the receiver. If you route the antenna to the top of the fin and then down to the outside of the horizontal stabiliser you will get the best of both worlds as if you run it straight out the back, then at some stage you could be pointing the transmitter antenna end on to the receiver antenna which is the worst case for reception. If you install the antenna inside the fuse, consider running it inside a plastic tube to minimize the chance of metal contact or attach it to a balsa stick to keep it straight. Also some covering materials may be conductive, for instance aluminum. Never cut, fold, twist, coil or knot the antenna wire and always make sure you use some form of strain relief.

Metal-to-Metal contact

Avoid metal- to- metal contact where there is vibration such as throttle linkages, wheel collates etc which could cause electrical noise. Any vibration tends to generate static charges, and these are dissipated by sparks jumping between metal parts. These sparks usually contain RF energy, which can interfere with the receiver.

Receiver

Always pack the receiver in sponge for protection from vibration and damage in the event of a hard landing or crash and provide stain relieve for the antenna where it exits the fuselage to avoid stress on the wire. I had one receiver where the cable looked OK but the wire was actually fractured internally and making intermittent connection. Always make sure that the crystal is plugged in properly and cover it so it can't ever fall out.

Transmitter

Make sure your batteries are fully charged at the beginning of the day, do not lubricate the antenna with anything, make sure that it is screwed in properly and fully extended before you fly. If in doubt send the Transmitter and receiver back to the agent and have it all tested.

Petrol powered

Petrol powered engines have an spark plug ignition system that can cause interference so keep anything to do with the receiver as far away as possible. Make sure the spark plug lead is connected firmly as the engine will still work but will produce sparking.

Electric Motors

Electric motors can cause electrical interference especially the ones with bushes that can radiate RF interference directly or via long leads so always follow the rules regarding interference suppression.

Range Check

Always range check your receiver outside the model first before fitting it to a new plane. Use a long piece of wood, attach the receiver, battery and a servo with rubber bands and go to your local park. Use a piece of paper or ribbon attached to the servo arm so it can be seen easily. Place the stick on something non-conductive so it is about a meter or so off the ground and then walk away from it with the antenna fully retracted. Arrange everything so the transmitter antenna is pointing directly at the receiver antenna, which is the worst case for reception and count the number of steps. I found I could walk back about 250 steps before I lost contact. Next fit the receiver to the plane and repeat the exercise and re-count the steps. In the plane the steps came down to about 185 that shows that there is always some attenuation with radio system fitted. At the field from the shelter I could walk past the Heli-pad before I lost contact, which becomes my benchmark for range checks each time I fly. Different systems demonstrate different range checks, and the same system will range check differently in different conditions. Also the antenna installation effects the range test-existing the top of the model is ideal

Arrangement

The usual arrangement for the installation is the battery pack at the front, then the receiver and next the servos to the rear that seems best for most aircraft for weight distribution and cable runs. Always keep servos leads as short and as neat as possible and away from the receiver and if using wing mounted servos with long leads twist them to reduce any chance of acting as an antenna.

Receiver Battery Voltage

Most receivers work on a 4.8 volt four cell battery pack which when fully charged but can be as high as 5.6 volts if you use a five-cell pack it could be as high as 7 volts. Although not much higher, it may be enough to upset some receivers so always check the

manufacturers specification. The only real advantage is that a five-cell pack has is that the servos will have more torque and speed but the down side is the extra weight and extra current draw.

Interference

Although it is always possible that there could be some form of interference at the field it is unlikely to be the problem and most likely to be caused by one of the above or a combination of those or some form of mechanical failure. Even mechanical failures can appear to be lost of radio contact as the result is the same, the plane is out of control and crashes.

Changing Crystals

I have always used two receivers (one in each plane) and one transmitter with two crystals and swap the crystal in the transmitter for each plane and this has been no problem. Some experts say not to swap crystals in the transmitter so I rang Model Flight and asked the question about JR radios and was told that is OK to do this, but I am not sure about other radios. I think it is wise to only use crystals from the radio manufacturer if possible. When doing this however always double-check that you put the correct key in the board. I did this once (silly boy) and the result was that my Hog was got shot down, luckily it was not the other way around and I had shot someone else down.

Miscellaneous

I have always used a Dick Smith timer attached to the transmitter handle to measure my flight time and it gave me no problems until it broke. I replaced it with another one of the same type about the same time I started having problems. It sounds a bit unlikely but maybe it was faulty and causing interference.

After decking three planes in the space of about three months and not having any serviceable planes left I was having doubts of whether I was actually still enjoying doing all of this and was reluctant to go out and buy another ARF until I found out what was going on. I searched the WEB for any advise and clues on what could be the problem.

Luckily Ewald rang me and said he had an old Spacewalker that he would give me so I could find what was going on – Thanks Buddy. So I stripped everything out and started from scratch applying all of the above, fitted a reliable motor and servos. I tested the radio outside the plane first before installing it, checked the switch harness and the servos and made sure I had no metal-to-metal contact anywhere. Just to be sure I removed the timer from the transmitter in case it was somehow causing some form of interference. To date I had four successful weekends flying this plane with no apparent problems but I still do know what caused the other planes to go off the air.

The only thing I can think of is that all the planes were all over one year old and may have developed one or more of the above problems over that period in time. The thought of some form of radio interference always crossed my mind, but no one else seems to be having problems. Mike Close brought his scanner to the field on a couple of occasions and could not find anything irregular. The best advise that I can recommend is to check your radio out before fitting it to any new plane and try to avoid any of the above possible problems and to regularly check everything especially after any hard landings or rough dead-sticks.

STORMIN NORMIN

IN THE DRINK

Mike Close's letter from the President in a recent newsletter spoke of how we enjoy flying at SRCS. There are different kinds of fun.

I wanted to show my grandson (aged 4) what "his" PC-9 aeroplane looked like with Papa flying it. To be safe, Col Bruce took it up into the air. Then Papa was handed control. I flew sedately up and down, and then did a magnificent large-size loop. However, on the downward part, the aeroplane was going too fast, and the little plastic rod that goes through the bit attached to the elevator couldn't take the pressure to pull out of the dive. Though the stick was full back, the PC-9 continued straight into the creek.

Son Doug had brought the video to record the PC-9 flying magnificently. Hence it was on hand to record Papa retrieving it from the creek.

Many thanks to Col and Mark who helped retrieve the pieces.

When Pat (wife) saw the evidence, the edict was issued: "if ever an aero plane goes into the creek again, your health is worth more than the radio, engine, aero plane etc you lose. Let it sink there!"

Next attempt was with both grandsons - aged 4 and 2. This time, I took off (right to left, 09 runway) with engine not really running properly. A gentle turn around to the right could not get any altitude - it clipped the tree alongside the creek, and hit the ground about 3ft from the water. The fun for all was now getting the boat to the creek; into the boat and rowing across etc.

You may think from the above that I don't spend much time flying. You're right - so the little airtime I manage is especially enjoyable. It's great that all other activities are also fun.

MORE TIPS LEARNED AS A NEW FLIER:

1. When flying, make smaller movements on the controls, more often. (Rather than large movements, later.)

2. Before rolling onto runway for take-off:
   - check that aerial on transmitter is extended
   - check that trim controls are central (I found that my aileron was full right once, after take-off!)
   - be confident that all flyers have heard the take-off call
   - see no aircraft in or approaching take-off area

3. Chocks: to allow use for tuning in the garage, make them with a horizontal section that is anchored to the ground with tent pegs. For tuning in the garage, use paint tins on the horizontal bits instead of tent pegs into the ground.

Rex Broadbent

Qantas Funnies

Qantas is an airline company based in Australia After every flight, Qantas pilots fill out a form called a gripe sheet, which conveys to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The engineers read and correct the problem, and then respond in writing on the lower half of the form what remedial action was taken, and the pilot reviews the gripe sheets before the next flight. Never let it be said that ground crews and engineers lack a sense of humour. Here are some actual logged maintenance complaints and problems as submitted by Qantas pilots and the solution recorded by maintenance engineers. By the way, Qantas is the only major airline that has never had an accident. (P = the problem logged by the pilot) (S = the solution and action taken by the engineers)

P: Left inside main tyre almost needs replacement.
S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.
S: Something tightened in cockpit

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.
S: Cannot reproduce problem on ground.

P: Evidence of leak on right loud.
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what they're there for.

P: IFF inoperative.
S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.
S: Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search.

P: Aircraft handles funny.
S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.
S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.
S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.
S: Took hammer away from midget.

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 Hats	$15 ea.