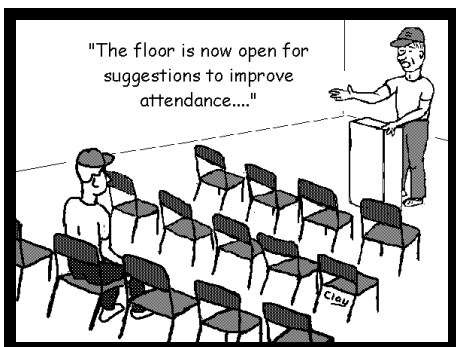


SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER



Quarterly General Meeting

**To be Held at Castle Hill RSL
On Friday Evening
11 June 2004 at 8PM
Dress rules apply
All Members Welcome**



**Why not volunteer
for the committee?
See pages 7 and 8
for details**

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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.

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

THE 2003 – 2004 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
Paul Toyne	Acting Secretary		
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

<u>CLUB EVENTS</u>	<u>Date</u>	<u>Alternate Date</u>
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

SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER

PRESIDENT'S LETTER

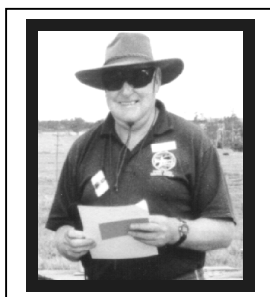
Like most Clubs, SRCS always has to attract new members. There are members who do not renew their membership and, as well, a growing club is usually a healthy club. Because of our location, people come to us either from personal recommendation, being directed by a hobby shop or through the Internet. A relatively new member Craig Betts offered to help with the latter and has re-laid out the web site. This should be online by the time this Newsletter is issued. If you have access to the Internet please have a look at <http://www.srcsclub.com/>. I think it looks very professional and I know that Craig has ideas that, over time, will make it even better. If you have any suggestions these would be welcome either to Craig, Paul Toyne or any other member of the Committee. However getting potential members to visit us is only the first step. I know from observation that we make them very welcome but there are some formalities that must be observed to help both our visitors and ourselves. The last Council Conference changed the MAAA Rules for visitors, and our Rules have been changed to reflect them.

As always, all visitors who fly have to be signed into the Visitors Book for each visit, no matter how well we know them. The person signing them in is responsible for ensuring that they understand and follow the Club's Safety Rules. The safety requirement is clear but another reason for signing in is that we have had transmitters left by a visitor. It is only by having their address in the book that we have been able to return it to them. Visitors who are MAAA Affiliated Members need to be signed in after checking their current MAAA/FAI card. If their flying ability is not known for certain, an experienced member must accompany them for their first flight. The number of times that a MAAA Member can be signed in depends of the circumstances. This rule is unchanged.

The difference is for non-MAAA members. When flying they have to be under the direct supervision of an experienced member for the MAAA insurance policy to apply. This means that they must always be accompanied on the flight line even if they are competent fliers. A non-MAAA member flying an aircraft without a buddy chord can only be signed in for a maximum of two visits. Two addition visits are allowed for the purpose of sampling model aviation provided that a buddy chord is used and an approved club-flying instructor undertakes the primary control of the model.

Of course if visitors are not competent fliers then they have to receive instruction. The club rules prefer that either an MAAA or a Club Instructor does this. However if there isn't one present then a member whose flying is to Gold Wing standard can assist them provided they are willing to do it. The "instructor" has to feel sufficiently confident and we owe it to the visitor that the club pilot has the flying competence to handle not just a normal test flight but also if there are some problems. The visitor has no way to judge this so we have to be honest with ourselves. A crashing an aircraft early in the learning process often means a lost opportunity to get someone new into model aviation. The full Rules for Instruction and Visitors are on the notice board. I am sure that we all recognize the wisdom of them and it does not need me to ask for them to be followed.

***Happy and safe flying,
Mike Close President***



SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER

MINUTES OF THE 12th MARCH 2003 QUARTERLY GENERAL MEETING

Apologies

Derek Slevin
Phil Chapman

Ewald Klinkenberg
John Howard

Attendance

Chris Byrne
John Scarpellino
Colin Bruce
Bill Barrett
Mike Close
Cole James
Steven Quy
Peter Locock

Paul Toyne
Norm Bantin
Craig Betts
Bob Evans
Brent Gausel
Mark Locock
Steve Hassett

The Meeting was chaired by Mike Close and minutes taken by Chris Byrne.

Previous Minutes

The minutes of the previous QGM were taken as accurate. Motion by Bill Barrett, second by Norm Bantin- unanimous

Matters Arising

All safety and activity signs have been erected by Mike Close

Entrance Roadway- on going maintenance

Mark has located what he considers a suitable material @\$12.10 per tonne. \$2000.00 = 165 tonne, and this will be sufficient material for the roadway to be totally surfaced from the roadway to the shade area. PT suggested that we should notify Roadmaster of the improvements. Mark will advise the composition of the material.

Secretaries Report

- MAS calendar V12 has been circulated
- Incident report of recent accident at field

Treasurers Report

- Figures for the last meeting were accepted

Other Business

Mike stresses the issue of the Safety Barrier, which must if more than 2 people are available to fly at the field at any time.

Incident Report (CB and MC)

The Michael Riley accident was discussed

The importance of contacting club officials of any incident or accident was stressed.

Mike also then explained the MAAA situation regarding insurance and how we are covered for Public liability as well as Injury to members (Personal accident)

SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER

MAAA Council Conference (MC)

Mike proposed that the SRCS visitor's rule be changed that visitors using a "Buddy Cord" would not count as a visit. (To a max. of 2 visits) the club rule proposes would be those visitors be allowed 4 visits in total, max. of 2 on a buddy cord (Club or other members aircraft) 2 on their own aircraft. Motion proposed by Chris Byrne, Second – Col Bruce, Voted Unanimous.

Gate Incident (MC)

The Car Club has found to have left the gate unlocked and unattended and horses have escaped multiple times. The matter has been reported to Roadmaster, who did not appear to be too upset, but it was stress the importance that we must keep the gate locked at all times. Mike also reiterated the need to continue to remove all rubbish from the field.

MAAA Financial Year (MC)

MAAA has changed from a Nov/Oct to a July/June financial year. This will mean that the deadline for annual SRCS fees will be shorter and less notice will be available.

Website (PT)

Paul Toyne raised the issue that the website contract was due for renewal and 3 options were possible.

1. Astral Vision (\$269)
2. Craig Betts (\$520)
3. Member Hosting (less expensive but requiring large amount of member input)

Paul T proposed that the committee review each offer at next available time.

Motioned Cole James, Second Col Bruce, Voting-unanimous

Sport Pylon racing

Steve Hasset raised the issue of Sport Pylon racing at SRCS, and the success that was being had around NSW with SRCS members.

Cole James proposed that the SRCS could hold a round of the sport Pylon event each year. This course would be set down to the left of the existing runway (viewed from the shade area)

Steve proposed that a round was suggested to the MAANSW, to be held on a Sunday at a future date. Proposed Steve Hasset, Second Paul Toyne, Voting unanimous.

Club Contact Details

Bob Fear suggested that club contact details in the header of the newsletter be updated to include the Web address and Club email address.

Snakes Alive!

Steve Quy, club member offered his assistance as a snake expert if snake removal was required.

Bereavement

Club Member Paul Hawkins has passed away.

MC closed the meeting at 9.35pm

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

TREASURERS REPORT

Profit & Loss	April 2004	
	This Year	Last Year
Income		
Club Clothing	\$415.00	\$0.00
Donations	\$0.00	\$150.00
Gate Keys	\$575.00	\$160.00
Interest	\$1,235.60	\$0.00
Joining Fees	\$1,155.00	\$1,410.00
Member Fees	\$17,938.15	\$13,885.20
Misc Income	\$11.00	\$0.00
Scale Day	\$496.30	\$506.60
Total Income	\$21,826.05	\$16,111.80
Expenses		
Badges	\$0.00	\$112.20
Bank Charges	\$43.55	\$14.29
Club Clothing	\$875.60	\$0.00
Competition Prizes	\$93.04	\$344.00
Consumer Affairs	\$56.00	\$56.00
Equipment Hire	\$0.00	\$81.81
Equipment	\$136.67	\$367.20
Field Maintenance	\$154.05	\$212.01
Food & drink	\$0.00	\$34.25
Hall hire	\$190.00	\$700.00
Locksmith	\$758.20	\$0.00
Mailing	\$874.00	\$220.00
Depreciation	\$0.00	\$206.58
MAS fees	\$14,054.75	\$10,037.00
Postage & shipping	\$130.25	\$148.50
Printing	\$48.85	\$21.90
Scale Rally	\$250.00	\$183.43
News letter	\$658.45	\$349.84
Field upgrade	\$0.00	\$49.80
Toilet Services	\$0.00	\$110.00
Total Expenses	\$18,323.41	\$13,248.81
Net Surplus / (Deficit)	\$3,502.64	\$2,862.99

Election of The Committee

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

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

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

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

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

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

The ordinary members assist in the general running of the club

If you would like to assist in the running of the club then you can nominate by completing the form on the next page and send it to the secretary 28 days prior to the AGM.

STORMIN NORMIN

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

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

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

Sydney Radio Control Society Inc., for the 2003/2004 year wishes to nominate for the
following position/s on the committee of the Society. (Please tick box.)

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

.....
Signature

Nominated by:being a financial member
of the

Sydney Radio Control Society Inc., for the 2003/2004 year

Seconded by:being a financial member
of the

Sydney Radio Control Society Inc., for the 2003/2004 year

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

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

PAUL TOYNE
SRCS Secretary
PO Box 201
Belfield NSW 2191

SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER

Pylon at Cowra 28th March – STEVE HASSETT

White line fever.....? What possess a modeler to drive three or four hours to get there, and the same back, just for 20 minutes flying time? Is it what they call "white line fever" ...the thrill of the drive? Naaah. Yes, the roads are excellent and the scenery inspiring, but the driving force is what's at the middle of that journey. The flying is an inspiration in itself and most can't wait for the day to do it again. Clear blue skies, hot weather, slightly parched green fields and warm country hospitality set the scene at Cowra. We arrived on Saturday morning at about 12. The pylons had been already erected by the Cowra Club ready for pre-race practice. We noticed one smashed model in the pits (went in around #1 Pylon). Fly all year, nothing goes wrong, come to pylon and it all falls apart. That was at 12 o'clock. At 12.15 SRCS Col James decided to do a few laps. You cant win races by flying a wide course, so Col flew to refine his course. (A refined gentleman that he is) Each lap refined that course. How good is your judgment Col?? On lap 17 Col miss calculated by 50mm. The Viper was at knife-edge and rounding pylon #2. The entire plane passed the pylon, but that damn V tail sticks out a bit. The top of the pylon took a bite out of the tip of the V tail, just enough to unbalance the model and send it in. Not written off, but not flying again that day. The rest of the practice that afternoon went without disaster. We finished around 5pm, hot, dry and very thirsty. Life is full of its little pleasures. Back at the Cowra Motor Inn (where we were all staying) there was a pool, a lovely cold pool. By coincidence the SRCS boys all arrived back there at the same time. Ah, how good a solitary VB stubbie goes down after a hard days flying! I can taste it now.

Sunday

Race day. Always starts at breakfast. This time Cowra Club put on egg and bacon rolls and tea for breakfast for us at 7.30, real food, not the usual Macas. Crisp morning country air, smell of fresh bacon and methanol. Absolutely magnificent!

First race at 9.30. Peter Locock (SRCS) and John Little impacted around #1 Pylon at 10.00. Both models destroyed.

At 10.15 am...2 F400 racers nosed over on take off. (One broken)

1 pm Peter Locock thought things were getting a bit boring so livened things up with smearing a model from # 3 pylon on the way to #1 pylon. The model didn't plummet into terra firma, but merely lost altitude. Pete was applying up, but in a very relaxed manner. SRCS members, Team Turtle and Adrian Byrnes had fully immersed themselves in Cowra refreshments the night before, and were still adjusting to the conditions (daylight).

1.30 pm. (SRCS member to be) John Wenbourne lost the rear end of his TT muffler. Flew the rest of the race, but was disqualified for jettisoning material.

1.40 pm. Steve Hassett, knife edge around #2 pylon, too close and hit the pylon flag atop the pylon with his prop, tearing the flag. Flew on, but required to land after the impact.

Round 7, Mark Locock breaks a fuz on landing (perhaps he was aiming for that spot landing circle?).

The overall winner for the day was Brent Gausel. Brent flies the absolute minimum course distance, every time. A few people are only a whisker away, but Brent is proving very hard to beat. Well-done Brent!

Final results for SRCS were a quadfectraific!!

- 1st Brent Gausel (tight and close, hard to beat!) own design
- 2nd Col James (second place by 4.8 secs overall...look out Brent) Viper
- 3rd Mark Locock (some very hot times) Viper
- 4th Adrian Byrnes (very consistent) Viper
- 8th Mike Medlock (tune problems) own design
- 10th John Wenbourne (DNF hurts) Viper
- 12 th Steve Hassett (is 6 cuts in one race a record?) Viper
- 13 th Peter Locock (fast and hot, has to find consistency) Viper

F400 Peter Hassett (first race in F400, first win) T Howse Design

Its difficult to fit into a few brief words all that happens on the day. From the start of the weekend till the end, its go go go. There are many things that occur that are never recorded, this is just a brief outline, all in the interest of fun and aero modeling. A special thanks to Cowra Model Club for their warmth and generosity.

SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER

Pylon Report Woolongong 2nd May 2004

Slightly gusty and crisp conditions greeted us at Illawarra Model Aero Club for a round of Sports Pylon. As the day progressed the wind dropped and the temperature rose, making it a very pleasant day for flying. The area between the pylons and extending just past the pylons was mowed quite short. This increased the effective landing area and saved a lot of models from landing damage. There were still a couple of breakages on landing, but not from any of the SRCS boys.

We had 24 competitors. I think the closeness to Sydney helped that a bit. It's usually a full weekend away, but for this one it was an easy drive down there on Sunday morning and most people were probably home, having a beer and watching TV by 6.

SRCS had some mixed fortunes during the day. The #3 Pylon turn should be re-named unlucky #13 for us. Col James was the first to be claimed by that black turn. He rounded the pylon neatly and even more neatly, flew into the ground 50 m heading towards #2 Pylon. No trouble finding the debris this time, on this "golf course smooth" field. The model hit so hard that all that was left was little pieces of balsa. A tribute to Col's building, the motor and mount were still firmly attached to the firewall! That was race number one. Shortly after, Adrian Byrnes did the same thing on the same turn, with much the same size debris.

Col had a Viper ready to replace the original, and Adrian stripped his crashed plane and transferred its hardware into a Sonic, all without missing a race, nice going. Both Col's and Adrian's #1 planes were very fast and loosing them made it difficult from then on.

On race # 5, Col fell fowl of that dreaded unlucky #13 pylon again. The divot created was within a meter of the previous write off. Peter Locock was calling for Col and seconds after the impact Peter was heard to say in a helpful, but somewhat late manner, "UP, Col". Thanks Pete. After that, Col flew a Sonic for the rest of the day.

Peter Locock was flying an untested new Viper (actual test flight that morning), and considering its newness, did very well. And no, this time he didn't break any. Peter Hassett had a couple of rough rounds early on but eventually got it sorted out. Peter might try some more distinct colours, too.

Highlight of the day was the duel between Mark Locock and Brent Gausel.

A Look at the scores tells its own story.....

Mark 108.6 106.5 102.1 (race 4 dropped) 103.8 109.4

Brent 108.9 106.3 104.4 (race 4 dropped) 102.9 104.6 with that crucial cut!

They both dropped round 4 (both their worst scores, pressure perhaps??) It all came down to that last race 6. Can you believe that...a days racing all to be decided on the last race!

Mark flew a conservative 109 and Brent "went for it" but unfortunately got a cut in the process and paid the price. Just one cut!!! That's racing, that's what its all about. No regrets.

Doesn't get any better or closer. Well done Mark, well done Brent.

All in all we had a terrific time, win loose or draw. Thanks again to IMAC for an excellent venue and great day of competition.

Final Results...

1st Mark Locock
2nd Brent Gausel
4th Peter Hassett
6th Steve Hassett
7th Peter Locock
16th Col James
20th Adrian Byrnes

SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER

Visit Clay's RC Newsletter Editor Helper for more info

WAR STORIES -by Clay Ramskill

Although he knew that any fight could turn into a combat situation, Rock was just having fun. His lightweight little delta-winged fighter was fast, maneuverable, and would do a roll in a heartbeat. Just messing around over his home field, he was nearing the bottom of the second of a three loop series when it happened; a slight flicker of a shadow interrupted the constancy of the blazing sun.

It could only mean one thing -- the enemy! Rock immediately added full power to the already straining engine, resulting in a satisfying howl. Full back stick until the nose was high, then neutralize. As the little fighter zoomed upward, he scanned the sky near the sun, using his cap bill as a shade.

There! The enemy was high, cruising in toward the field, already in friendly airspace!

Adjusting course so he would pass directly below and towards the rear of the intruder, Rock continued the climb; he resisted the temptation to climb steeper -- that would just bleed off airspeed he may need for maneuvering. Passing well below the enemy, he started a wide left turn. Keep the airspeed high -- that's your main advantage. You know you can't turn with him.

In the turn, Rock looked back, picked up his adversary visually, and saw the altitude gap narrowing. Seemingly unconcerned, the enemy plowed on toward the field -- Rock turned tightly straight toward him, intending to attack from slightly below and behind. But as he neared firing range, the wily intruder banked steeply into a 3/4 roll and dived, causing Rock's plane to overshoot high and to the side. An immediate 90 degree "Bank and yank" brought Rock back around to behind and above the still-turning enemy. As he relaxed the stick, his nose dropped and he bored in for a firing run.

But again his adversary was able to turn inside him -- as he overshot, Rock could see that the other guy had had enough and was in a long fast dive toward his own airspace. Rock pulled up and watched, then cut power and glided back toward his own field - his R/C model should have enough fuel left to do a couple of touch and goes.

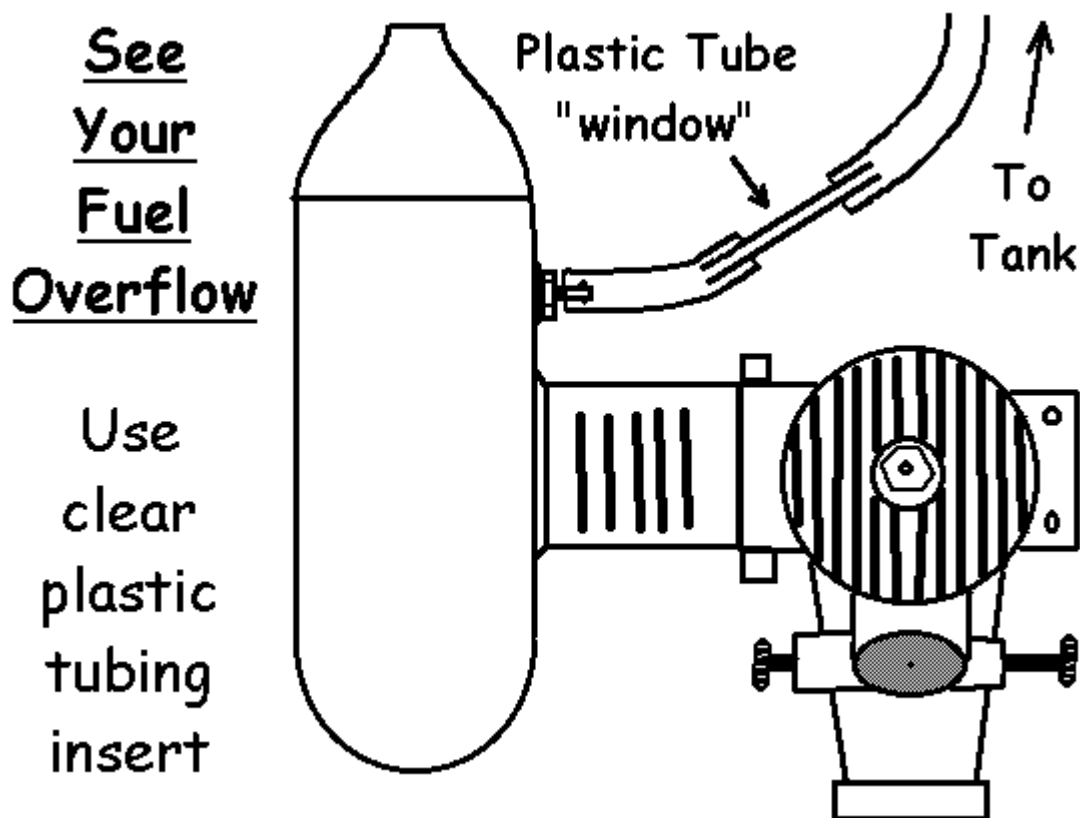
The hawk flattened his glide, slowed to a more fitting hunting speed, and headed for less crowded skies.

Fuel Tank Pressure Line "Window"

Do you end up filling your muffler when refueling because you can't see the fuel go through the flexible tubing?

Have you ever found a good use for the clear plastic tubes that came with your new fuel tank?

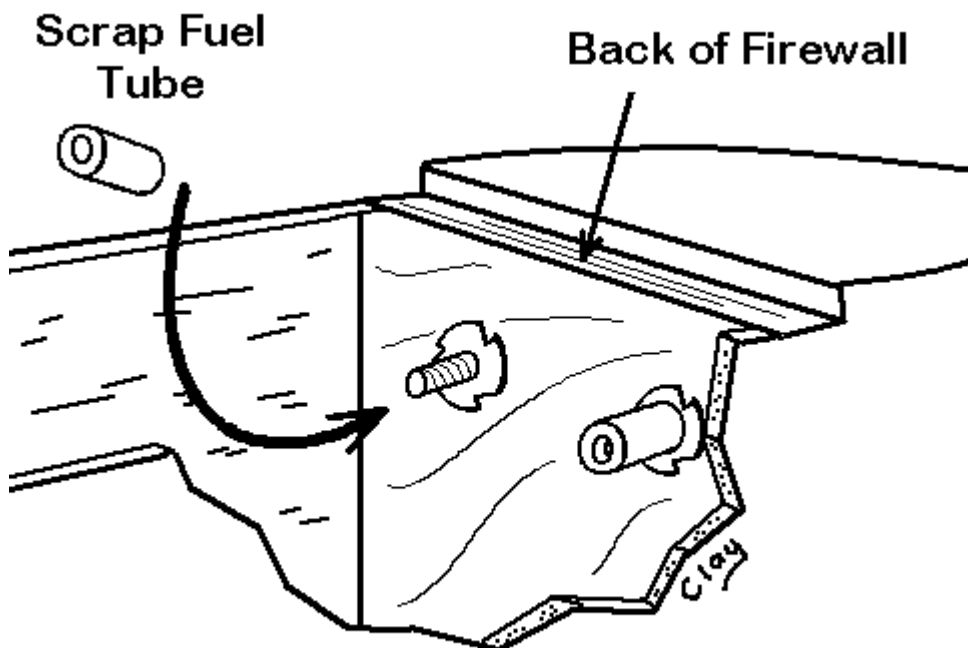
These two "problems" have a symbiotic solution. Cut a short piece of the clear plastic tube, and insert into the muffler pressure line, so that about 1" of it is visible. Now, when your tank is full and overflows toward the muffler, you can see the fuel easily.



Protect Fuel Lines in the Tank Compartment

A recent magazine had a tip by a modeler on how to protect fuel tank lines from the protruding bolts coming through the firewall from the engine mount. His solution was to glue in a dowel where each bolt will go, and then just tap the dowel for the bolts. The dowels then covered up the bolts and protected the fuel lines.

Here's a solution that may be just a bit easier! Go ahead and mount the engine mount in your usual way, with blind nuts. The protruding bolt ends may be "padded" by slipping on a short piece of fuel tubing over each. **...Clay**



Pad Pesky Protruding Bolts!

SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER

FOR SMOOTHER FLYING -- TRIMMIT!

Any full-scale pilot will tell you that the secret to smooth precision flying is to have the plane trimmed up, always. This is especially important to formation work, instrument flying, bombing runs, and so on. Keeping our RC aircraft in trim is also important to our flying, although there are some important differences.

But, first, what do we mean by "trimmed up"? We generally trim for straight and level flight conditions -- such that if we take our thumbs off the sticks, the plane will continue flying straight and level, within the scope of the stability of the plane. A couple of facts to ponder: 1) A plane can only be trimmed for ONE flying speed; 2) The more stable the plane, the more trim change occurs when the speed is altered. Note that we're speaking of mostly PITCH (elevator) trim here -- lateral and directional (aileron and rudder) trim will generally not change as speed increases -- if they do, you've got other problems, such as warped wings, crooked tailfin, or thrust line problems.

In a full size airplane, the trims are located where it's easy to do the trimming, without having to go "hands off" the stick or wheel. Unfortunately, the RC transmitter is not so convenient, and it's just not very easy to constantly be messing with the trim. So most pilots trim for the fastest condition they normally fly, usually full throttle, and full speed. That means that in any slower condition, some back stick is required for level flight. For most of us, this is best -- because pushing on the stick seems to give less precise control than pulling on it. And if your normal flight involves flying around at 1/2 throttle, then by all means trim for that condition, keeping in mind that the addition of more throttle (and speed) will result in a nose up climb.

Now, a bit about rudder and aileron trim. Assuming that you don't have warped wings, a crooked tailfin, or bad thrust alignment problems, the aileron trim should, once you get it set, remain set. That's because the linkage is short, and even if the links shrink or expand, they will both raise or lower the ailerons the same amount. But the rudder link, unless you have a pull-pull system, will deflect the rudder with shrinkage or expansion of the pushrod. And that pushrod is usually pretty long, meaning significant expansion in the heat of the day. If your rudder is offset to one side, your plane will fly oddly, because it will be in a continuous slip, or skid, and may also want to roll to one side.

The point here is that you are wise to check the rudder trim (by looking at the rudder) frequently, if not every flight. And if you get airborne and the plane flies weird and wants to roll, it's more likely to be rudder trim than aileron trim that is at fault. This is especially true of trainer type planes because of the high wing dihedral, and is most true of planes using "nyrod" type pushrods -- because the nyrods have a rather large expansion rate compared to other type pushrods.

Those of us who have flight instructed in full size planes can quickly recognize the symptoms of out of trim flying -- the plane constantly veering off course in the same fashion (left, right, up, or down) then being abruptly corrected, then veering off again -- the cycle being constantly repeated. In such a situation, the pilot is more fighting the plane than just flying it! And flying an out of trim plane is not an enjoyable experience!

If you relate to all this, seek out a more experienced flyer to help you get the beast in trim, and to show you ways to check it for yourself. You might be amazed at how much easier flying your plane can be! **... Clay**

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

WANTED:

**One muffler to suit SAITO FA80 four stroke – contact
Ewald 9831 2817**

FOR SALE:

Tiger moth Bi-Plane "GREAT PLANES A.R.F KIT" with only 8 flights since built, 1 x brand new .91 Thunder Tiger 4 Stroke engine also only 8 flights old, 1 x R700 JR Receiver + 36.340 crystal, 5 x JR 537 Servo's, 1 x 1000mAh ni-cad re-chargeable battery pack.

This plane comes complete, ready to fly, just fuel and radio controller required, the plane has NO CRASHES, and is in near new condition, and kept fully covered when not in use.

This whole package is worth over \$1600 new, I'm asking just \$900 or nearest offer. Please contact Brett Finucane S.R.C.S Member on 9676 5291, or 0417 410 514. for further details.

SYDNEY RADIO CONTROL SOCIETY - incorporated CLUB NEWSLETTER

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.

The club has now purchased **new shirts and caps** and are available from Ewald the Club Treasurer. Sizes for the shirts are large and XLS in blue or grey. Ewald has purchased a limited number – so get in early.

To assist Ewald in ordering more stock, prevent over ordering and those who are interested, could members please complete the following form and send to

Ewald Klinkenburg
5 Rignold Street,
Doonside,
2767, NSW.

Or see Ewald at the field or another committee member

I am interested in ordering the following: -

NAME	NO	ITEM	COLOUR (Blue or Grey)	SIZE	COST
		Shirt			
		Shirt			
		Cap			
		Metal badge			
		Cloth Badge			
		SRCS Stickers			
				Total Cost	